# NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

## AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
**RNAV (GPS) Rwy 4[2]**
**RNAV (GPS) Rwy 22[3]**

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Categories A,B,C, 800-2¼, Category D, 800-2½.
[3]Category D, 800-2½.

## AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
**RNAV (GPS)-B[2]**
**RNAV (GPS) Rwy 8[2]**
**RNAV (GPS) Rwy 35[2]**
**VOR/DME Rwy 8[2]**

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

## BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
**RNAV (GPS) Rwy 17[23]**
**RNAV (GPS) Rwy 35[36]**
**VOR/DME Rwy 35[4]**
**VOR Rwy 35[5]**

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
**ILS or LOC Rwy 22**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**

NA when local weather not available.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
**ILS or LOC Rwy 29[134]**
**RNAV (GPS) Rwy 11[3]**
**RNAV (GPS) Rwy 23[3]**
**RNAV (GPS) Rwy 29[3]**
**VOR Rwy 23[1]**

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

## BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
**VOR/DME Rwy 18[2]**

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

## BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.
NA when local weather not available.

## BLOCK ISLAND, RI

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**
**VOR Rwy 28**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
**ILS Rwy 15R[1]**
**ILS Rwy 22L[1]**
**ILS Rwy 27[1]**
**ILS or LOC Rwy 33L[1]**
**RNAV (GPS) Rwy 32[2]**
**VOR/DME Rwy 15R[3]**

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6[12]**
**VOR Rwy 6[3]**
**VOR Rwy 24[3]**
**VOR Rwy 29[3]**

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

## BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
**ILS or LOC/DME Rwy 33[124]**
**VOR Rwy 1[2]**

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

## CARIBOU, ME

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

## CHATHAM, MA

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

## CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR-A**

NA when local weather not available.

## CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 35[2]**
**VOR-A[1]**

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

## DANBURY, CT

DANBURY MUNI ..... **LOC Rwy 8[123]**
**VOR or GPS-A[4]**

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

## FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
**RNAV (GPS) Rwy 14[1]**
**RNAV (GPS) Rwy 20[2]**
**RNAV (GPS) Rwy32[2]**
**NDB-A[3]**

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

## FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
**RNAV (GPS) Rwy 32[2]**

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

## GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

## HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
**VOR or GPS-A**

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

## HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

## HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
**ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6[2]**

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

## JAFFREY, NH

JAFFREY AIRPORT-
SILVER RANCH ..... **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

## KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1]**
**VOR Rwy 2[2]**
NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

## LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
**NDB Rwy 8[2]**
**RNAV (GPS) Rwy 8[3]**
**RNAV (GPS) Rwy 26[3]**
NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

## LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
**NDB or GPS Rwy 5[2]**
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

## LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 7[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 25[3]**
**RNAV (GPS) Rwy 36[4]**
**VOR/DME Rwy 7[5]**
**VOR Rwy 25[6]**
[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME ALTERNATE

## MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
**ILS or LOC Rwy 6[2]**
**ILS or LOC Rwy 35[2]**
**RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 35[1]**
**RNAV (GPS) Y Rwy 17[1]**
**VOR/DME or GPS Rwy 17[3]**
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

## MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE
HARLOW FIELD ..... **NDB Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

## MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
**VOR Rwy 29**
NA when local weather not available.
Category D, 800-2¼.

## NANTUCKET, MA

NANTUCKET
MEMORIAL ..... **ILS or LOC Rwy 6[12]**
**ILS or LOC Rwy 24[12]**
**NDB Rwy 24[1]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR Rwy 24[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

## NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
**VOR or GPS-A[23]**
**VOR Rwy 32[24]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

## NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
**LOC BC Rwy 23**
**NDB Rwy 5**
NA when control tower closed.
[1]ILS, 700-2.

NAME ALTERNATE MINIMUMS

## NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
**RNAV (GPS) Rwy 2[2]**
**VOR-A[2]**
**VOR Rwy 2[2]**

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

## NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
**VOR/DME Rwy 16**

NA when local weather not available.

## NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
**RNAV (GPS) Rwy 16[3]**
**RNAV (GPS) Rwy 34[3]**
**VOR-A[1]**
**VOR Rwy 34[1]**

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

## NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

## ORANGE, MA

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

## OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

## PAWTUCKET, RI

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A**
**VOR-B**

NA when local weather not available.

## PITTSFIELD, MA

PITTSFIELD MUNI ..... **RNAV (GPS) Rwy 8[1]**
**RNAV (GPS) Rwy 26[2]**

NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

## PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
**RNAV (GPS) Rwy 6**

NA when local weather not available.

## PORTLAND, ME

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
**ILS or LOC Rwy 29**

ILS, Category D, 700-2.

## PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[13]**
**RNAV (GPS) Rwy 28[1]**
**VOR Rwy 19[4]**

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

## PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
**ILS or LOC Rwy 23**
**ILS Rwy 34**

NA when control tower closed.

## ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

## ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

## RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**
**VOR/DME Rwy 19[3]**

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

## SANFORD, ME

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## TAUNTON, MA

TAUNTON MUNI-
KING FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

## VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**
**VOR Rwy 24**
NA when local weather not available.
[1]NA when control tower closed.

## WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

## WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
**RNAV (GPS) Rwy 2[3]**
**RNAV (GPS) Rwy 20[12]**
**VOR or TACAN Rwy 2[45]**
**VOR Rwy 20[46]**
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

## WHITEFIELD, NH

MOUNT WASHINGTON
RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
**RNAV (GPS) Z Rwy 10[2]**
[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

## WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
**VOR-A**
Category C, 800-2¼.
[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

## WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
**ILS or LOC Rwy 24[2]**
**ILS or LOC Rwy 33[2]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR or TACAN Rwy 6[4]**
**VOR or TACAN Rwy 15[5]**
**VOR or TACAN Rwy 24[6]**
**VOR or TACAN Rwy 33[6]**
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[5]Categories A,B, 1200-2; Categories C, D, E, 1200-3.
[6]Category D, 1000-3; Category E, 1300-3.

## WISCASSET, ME

WISCASSET ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

## WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
**ILS or LOC Rwy 29[12]**
**NDB Rwy 11[23]**
**RNAV (GPS) Rwy 11[23]**
**RNAV (GPS) Rwy 29[23]**
**RNAV (GPS) Rwy 33[23]**
**VOR/DME Rwy 33[3]**
NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

## AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

| NAME | TAKE-OFF MINIMUMS |
|---|---|

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerline, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35,** tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/ 132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

## BERLIN, NH

BERLIN RGNL (BML)
ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

## BEVERLY, MA

BEVERLY MUNI (BVY)
AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

## BIDDEFORD, ME

BIDDEFORD MUNI (B19)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

## BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)
AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

## BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L,** 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

**Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

**Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

## BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15,** bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33,** trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

## CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

## CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

## CLAREMONT, NH

CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

## CONCORD, NH

CONCORD MUNI (CON)
AMDT 3 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

## DANBURY, CT

DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

## DANIELSON, CT

DANIELSON (LZD)
AMDT 3 93231 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

## DEXTER, ME

DEXTER RGNL (1B0)
ORIG 97030 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

## EASTPORT, ME

EASTPORT MUNI (EPM)
ORIG 94174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

## ELIOT, ME

LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)

NOTE: **Rwy 12,** house 118'right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

## FITCHBURG, MA

FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

## FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

## FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

## GARDNER, MA

GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

## GREAT BARRINGTON, MA

WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

## GREENVILLE, ME

GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3.
**Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

## GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)
AMDT 7 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

## HARTFORD, CT

HARTFORD-BRAINARD (HFD)
AMDT 4 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1000 before proceeding on course. **Rwy 20,** climb to 1900 via heading 175° before proceeding on course.
NOTE: **Rwy 2,** 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20,** 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

## HAVERHILL, NH

DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline,to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

## HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

## HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

## HOULTON, ME

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

## HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

## JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

## KEENE, NH

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

## LACONIA, NH

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

## LAWRENCE, MA

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min.climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

## LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

## LINCOLN, ME

LINCOLN RGNL (LRG)
AMDT 1 87099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 800-2. **Rwy 35,** 300-1.

## LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

## MACHIAS, ME

MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

## MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

## MANSFIELD, MA

MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

## MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

## MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

## MILLINOCKET, ME

MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.

**Rwy 34,** 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...

...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

## MONTAGUE, MA

TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

## MORRISVILLE, VT

MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

## NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

## NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

## NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

## NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

## NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

## NEWPORT, VT

NEWPORT STATE (UUU)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

## NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

## NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

## NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

## NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

## OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)
ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

## ORANGE, MA

ORANGE MUNI (ORE)
ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

## OXFORD, CT

WATERBURY-OXFORD (OXC)
AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

## OXFORD, ME

OXFORD COUNTY RGNL (81B)
AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

## PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)
AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

## PITTSFIELD, MA

PITTSFIELD MUNI (PSF)
AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.
**Rwy 8,** 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

## PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

## PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

## PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

## PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

## PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

## PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

## PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

## PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)

NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

## RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

## ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

## ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

## RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

## SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

## SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.

NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

## SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

## STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

## TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

## VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

## WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

## WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

## WESTERLY, RI

WESTERLY STATE (WST)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

## WESTFIELD, MA

BARNES MUNI (BAF)
AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431'right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

## WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

## WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)
AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

## WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

## WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

## WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

## WORCESTER, MA

WORCESTER RGNL (ORH)
AMDT 8 10070 (FAA)

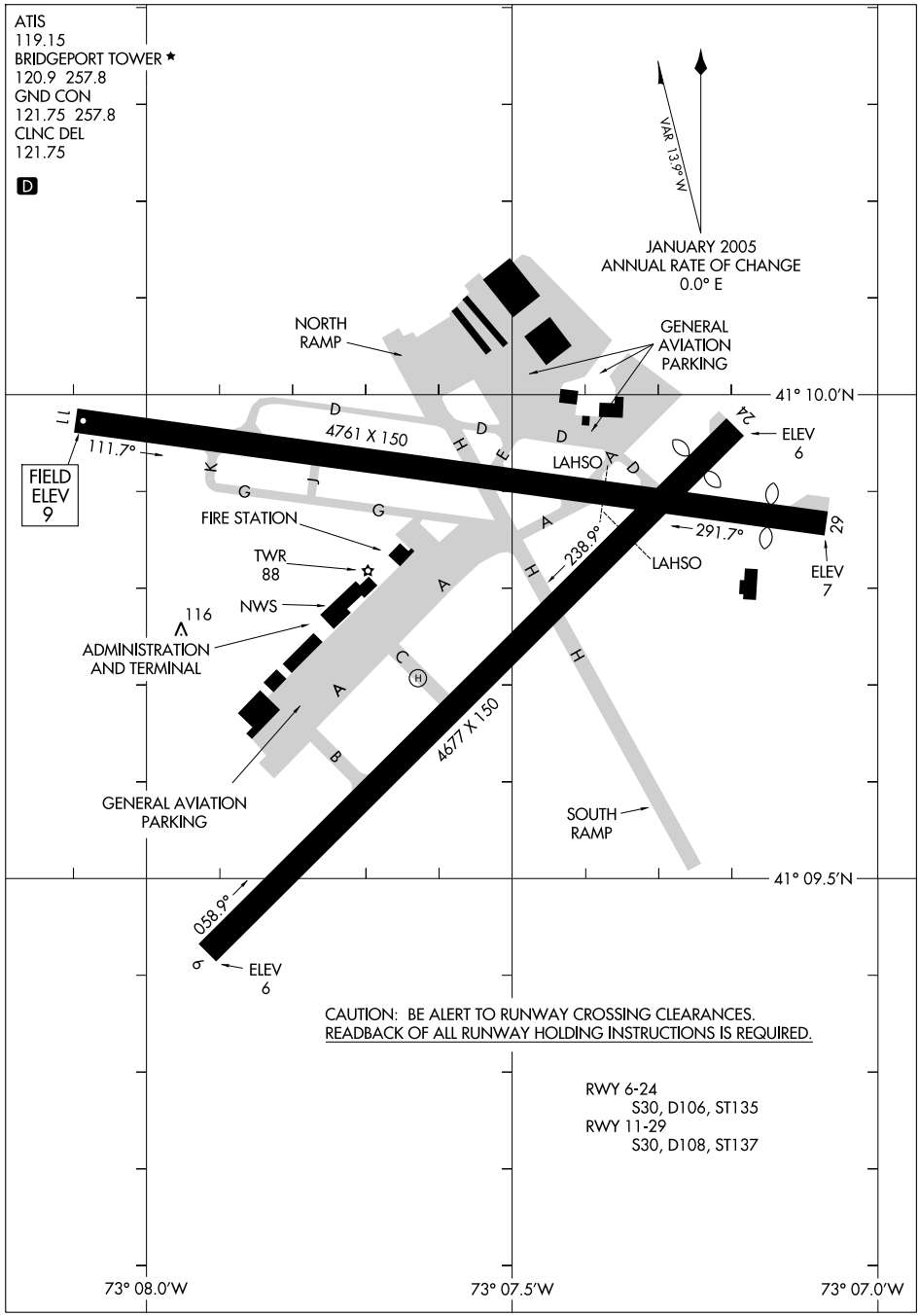
TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

# AIRPORT DIAGRAM

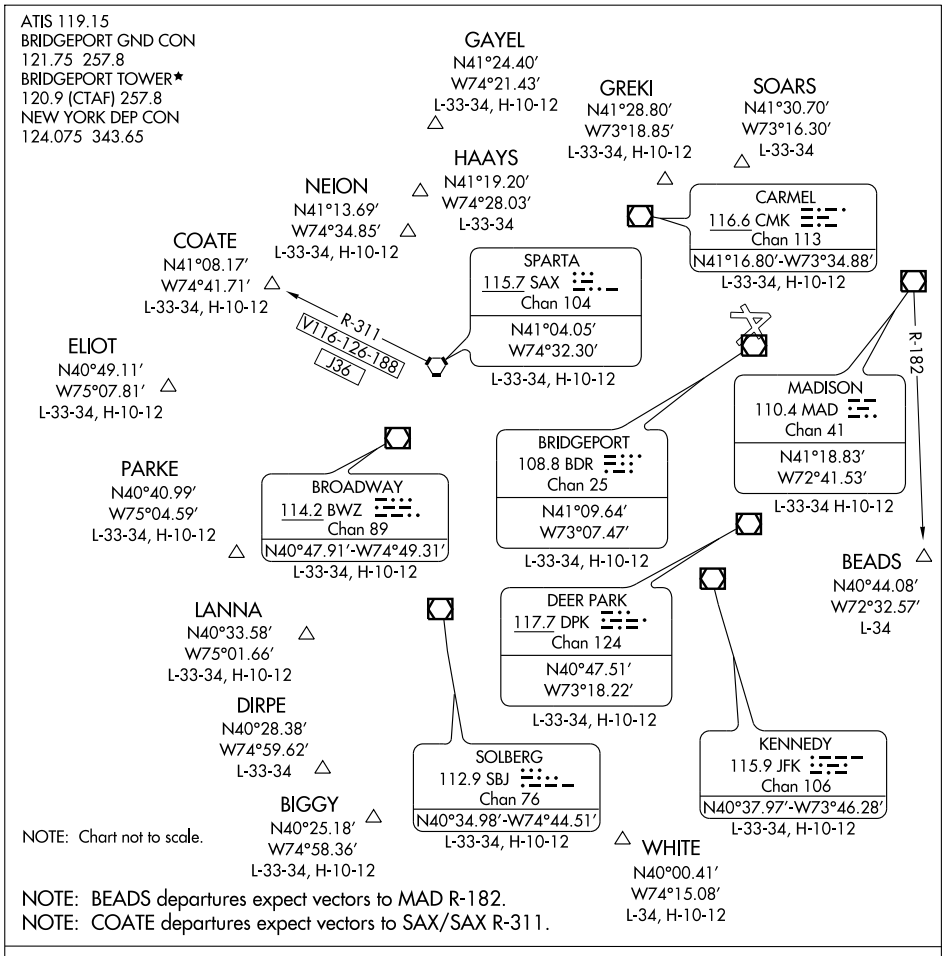
BRIDGEPORT / IGOR I. SIKORSKY MEMORIAL (BDR)
AL-621 (FAA)
BRIDGEPORT, CONNECTICUT



# BRIDGEHAVEN FIVE DEPARTURE

SL-621 (FAA)

BRIDGEPORT, CONNECTICUT




NOTE: BEADS departures expect vectors to MAD R-182.

NOTE: COATE departures expect vectors to SAX/SAX R-311.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

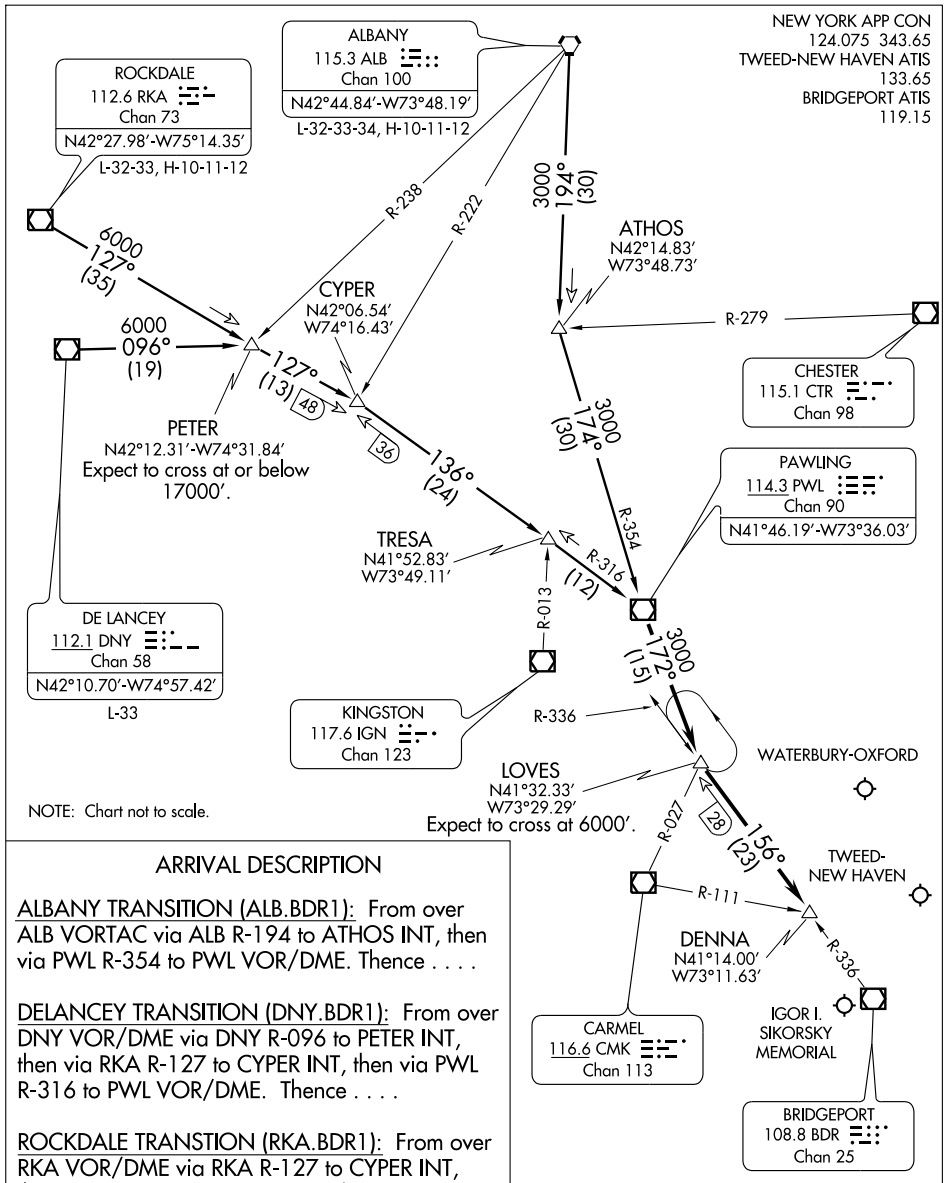
NE-1, 03 JUN 2010 to 01 JUL 2010

(PWL.BDR1) 10154

# BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT




NOTE: Chart not to scale.

NOTE: This procedure applicable to jet aircraft only.

## ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

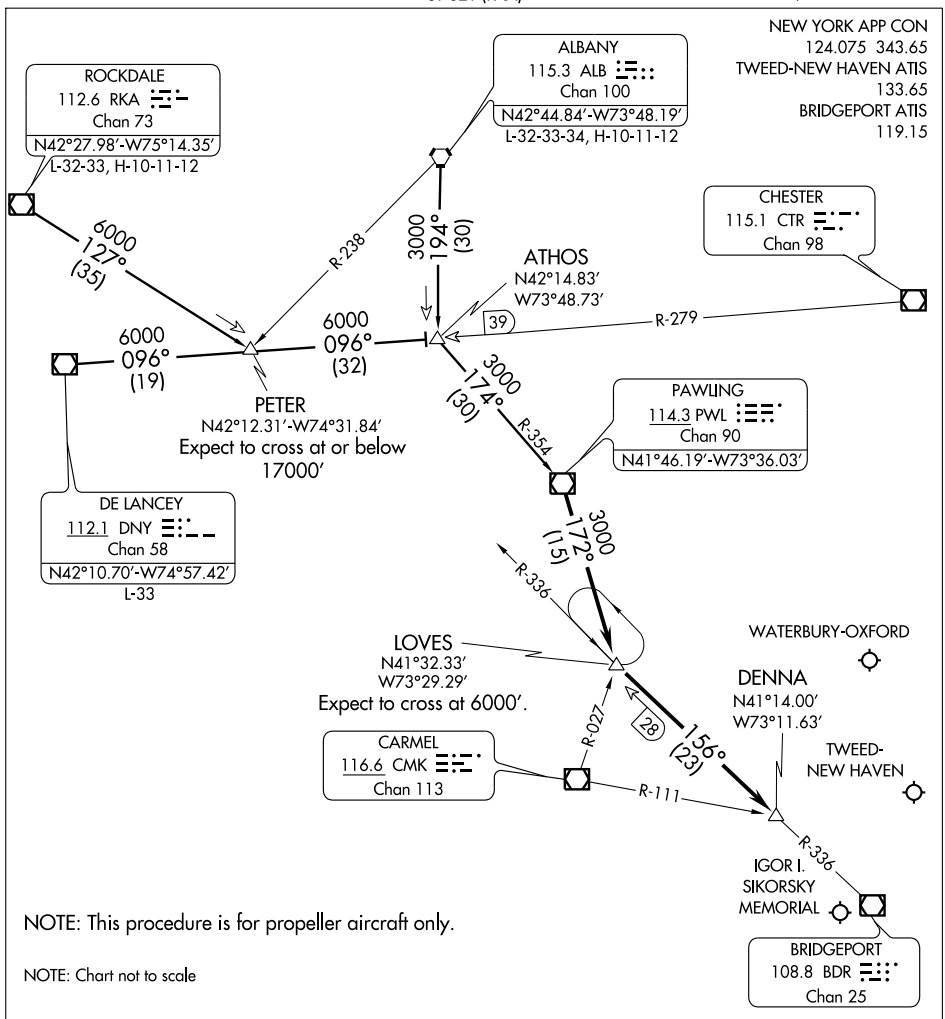
NE-1, 03 JUN 2010 to 01 JUL 2010

(DENNA.DENNA2) 08325

# DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT




NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

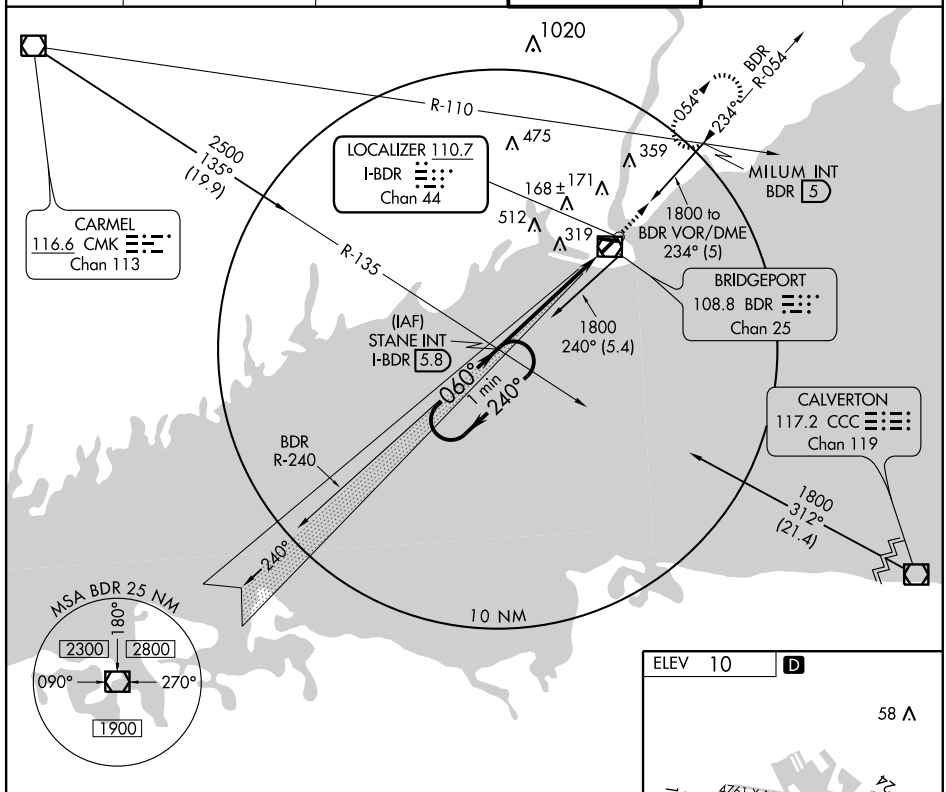
| LOC/DME I-BDR | APP CRS | Rwy ldg 4677 |
|---|---|---|
| 110.7 | 060° | TDZE 7 |
| Chan 44 | | Apt Elev 10 |

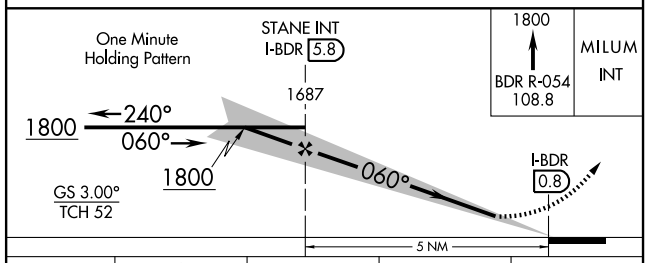
# ILS RWY 6

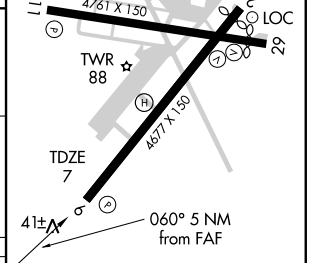
## BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 307 - 1 300 (300-1) | | | |
| S-LOC 6 | 380-1 373 (400-1) | | | 380-1¼ 373 (400-1¼) |
| CIRCLING | 420-1 410 (500-1) | 620-1 610 (700-1) | 620-1¾ 610 (700-1¾) | 820-2½ 810 (900-2½) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

NE-1. 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 4677 |
|---|---|---|
| 060° | TDZE | 7 |
| | Apt Elev | 10 |

# RNAV (GPS) RWY 6

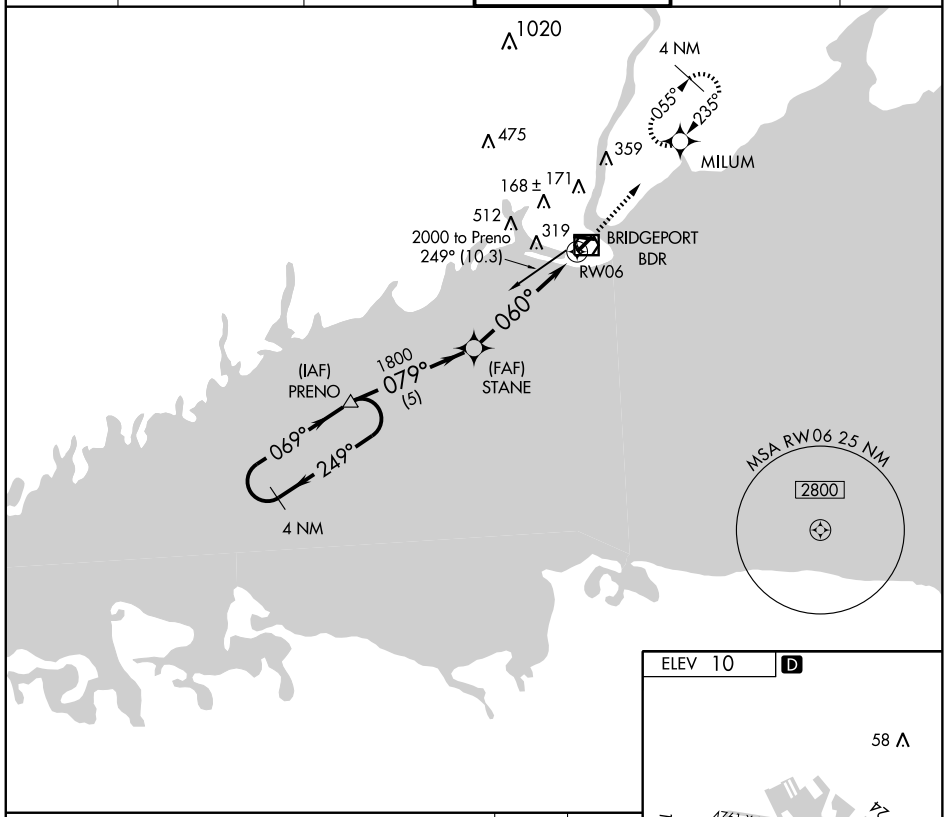
## BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

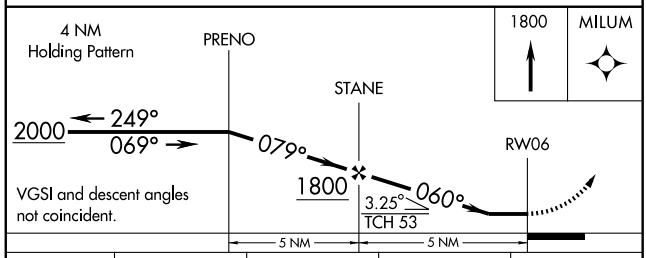
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

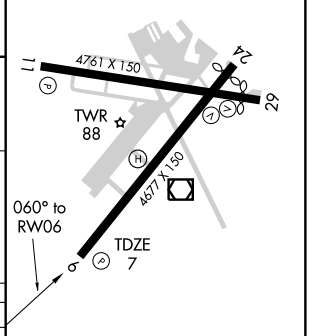
NA

MISSED APPROACH: Climb to 1800 direct MILUM WP and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400 - 1 393 (400-1) | | | 400 - 1¼ 393 (400-1¼) |
| CIRCLING | 420 - 1 410 (500-1) | 620 - 1 610 (700-1) | 620 - 1¾ 610 (700-1¾) | 820 - 2½ 810 (900-2½) |

NE-1. 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 4358 |
|---|---|---|
| 236° | TDZE | 8 |
| | Apt Elev | 10 |

# RNAV (GPS) RWY 24

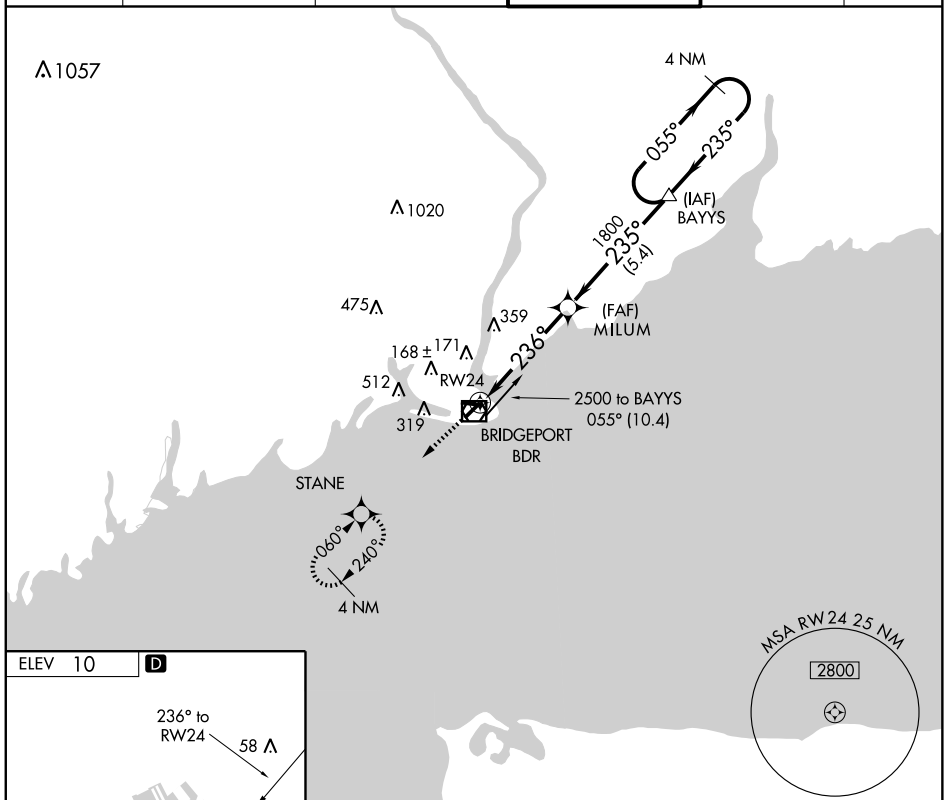
## BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

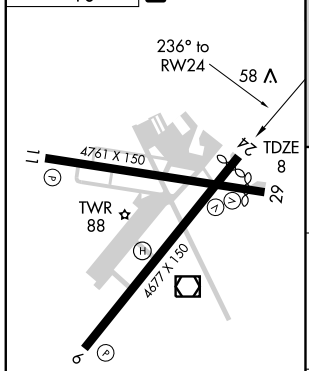
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

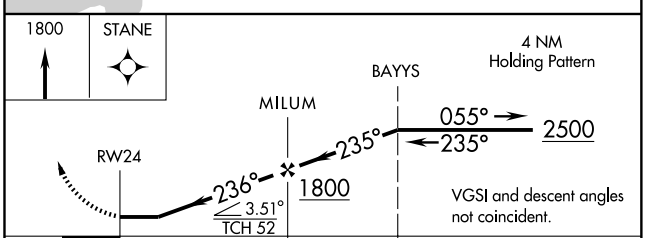
NA

MISSED APPROACH: Climb to 1800 direct STANE WP and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460 - 1 | 452 (500-1) | 460 - 1¼<br>452 (500-1¼) | 460 - 1½<br>452 (500-1½) |
| CIRCLING | 460 - 1<br>450 (500-1) | 620 - 1<br>610 (700-1) | 620 - 1¾<br>610 (700-1¾) | 820 - 2½<br>810 (900-2½) |

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

NE-1. 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 4397 |
|---|---|---|
| 291° | TDZE | 8 |
| | Apt Elev | 10 |

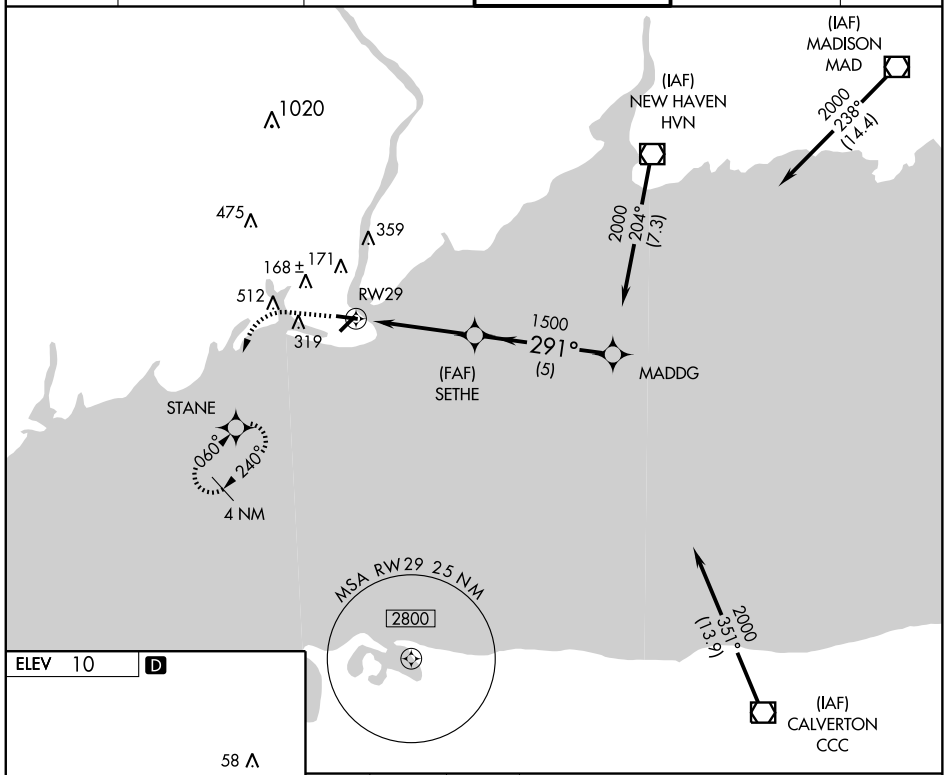
# RNAV (GPS) RWY 29

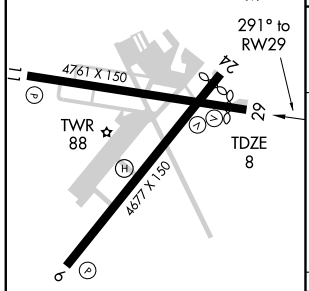
## BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

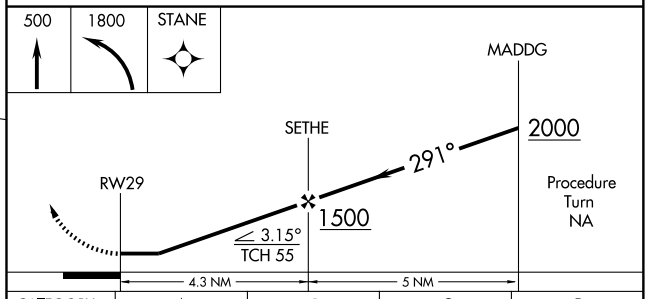
MISSED APPROACH: Climb to 500, then climbing left turn to 1800 direct STANE WP and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 372 (400-1) | | | 380-1¼ 372 (400-1¼) |
| CIRCLING | 420-1 410 (500-1) | 620-1 610 (700-1) | 620-1¾ 610 (700-1¾) | 820-2½ 810 (900-2½) |

NE-1. 03 JUN 2010 to 01 JUL 2010

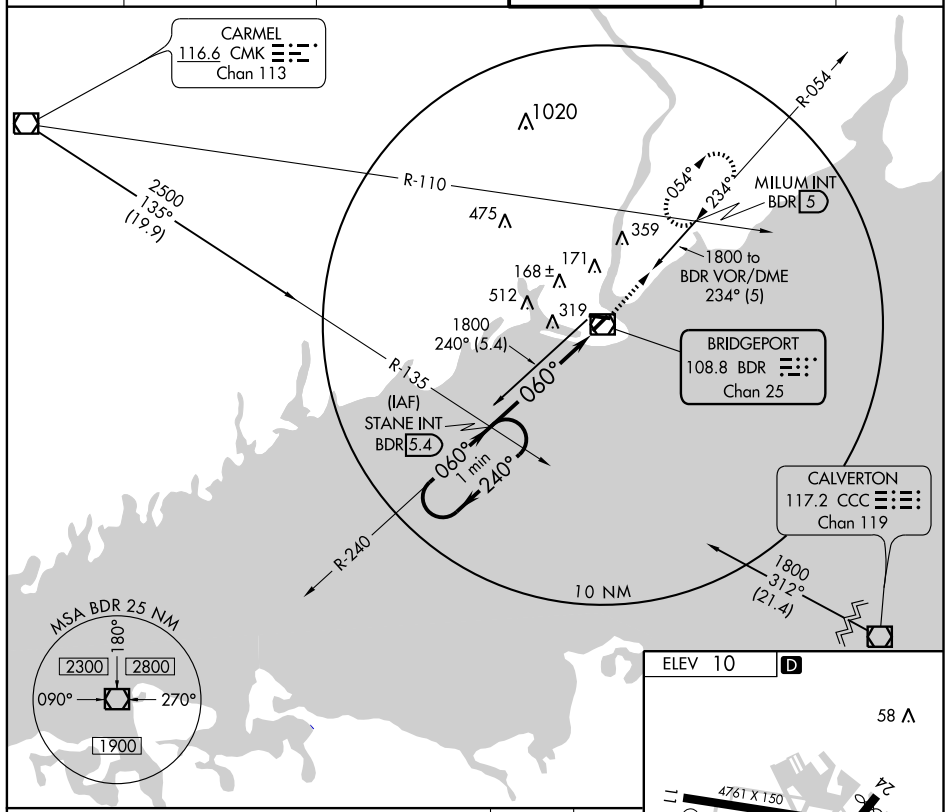
| VOR/DME BDR 108.8 Chan 25 | APP CRS 060° | Rwy ldg 4677 TDZE 7 Apt Elev 10 |
|---|---|---|

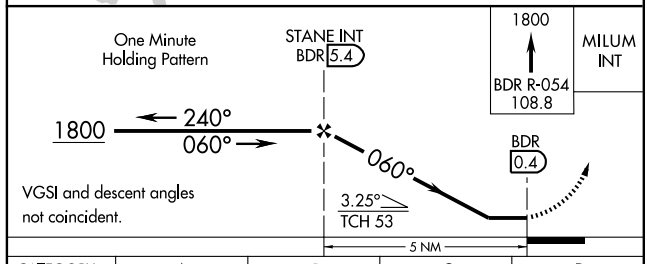
# VOR RWY 6

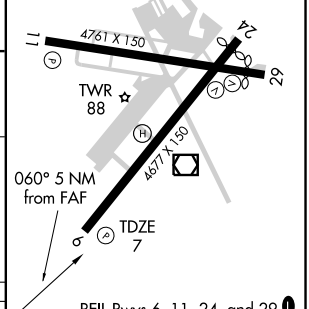
## BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int/BDR 5 DME and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 380-1 373 (400-1) | | | 380-1¼ 373 (400-1¼) |
| CIRCLING | 420-1 410 (500-1) | 620-1 610 (700-1) | 620-1¾ 610 (700-1¾) | 820-2½ 810 (900-2½) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

NE-1. 03 JUN 2010 to 01 JUL 2010

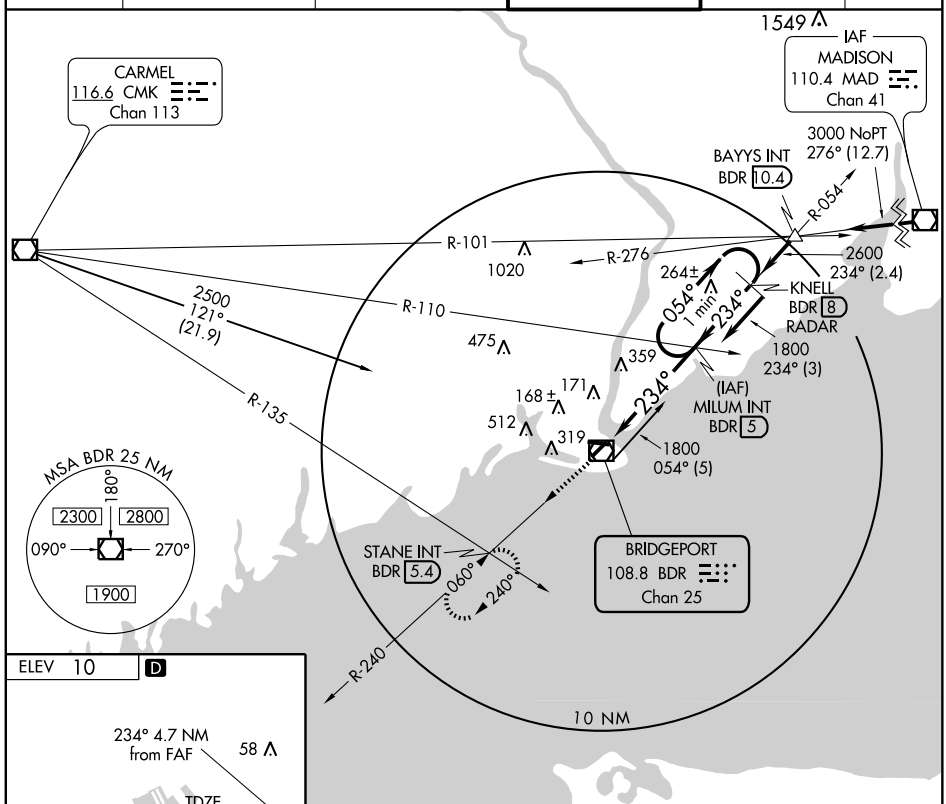
| VOR/DME BDR 108.8 Chan 25 | APP CRS 234° | Rwy ldg 4358 TDZE 8 Apt Elev 10 |
|---|---|---|

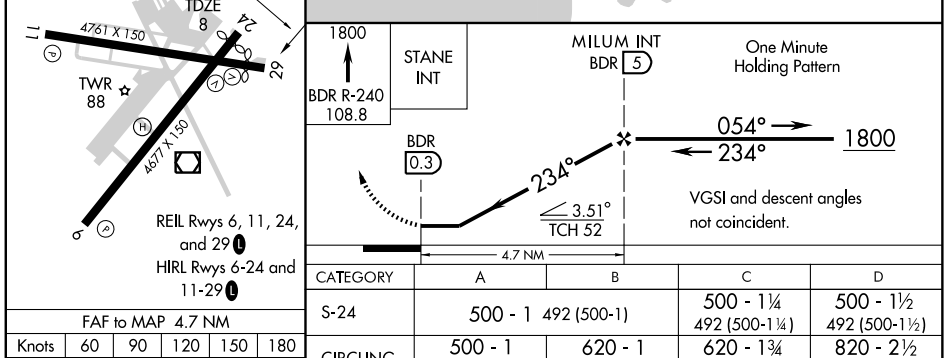
# VOR RWY 24

## BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR R-240 to STANE Int/BDR 5.4 DME and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 500 - 1 492 (500-1) | | 500 - 1¼ 492 (500-1¼) | 500 - 1½ 492 (500-1½) |
| CIRCLING | 500 - 1 490 (500-1) | 620 - 1 610 (700-1) | 620 - 1¾ 610 (700-1¾) | 820 - 2½ 810 (900-2½) |

NE-1. 03 JUN 2010 to 01 JUL 2010

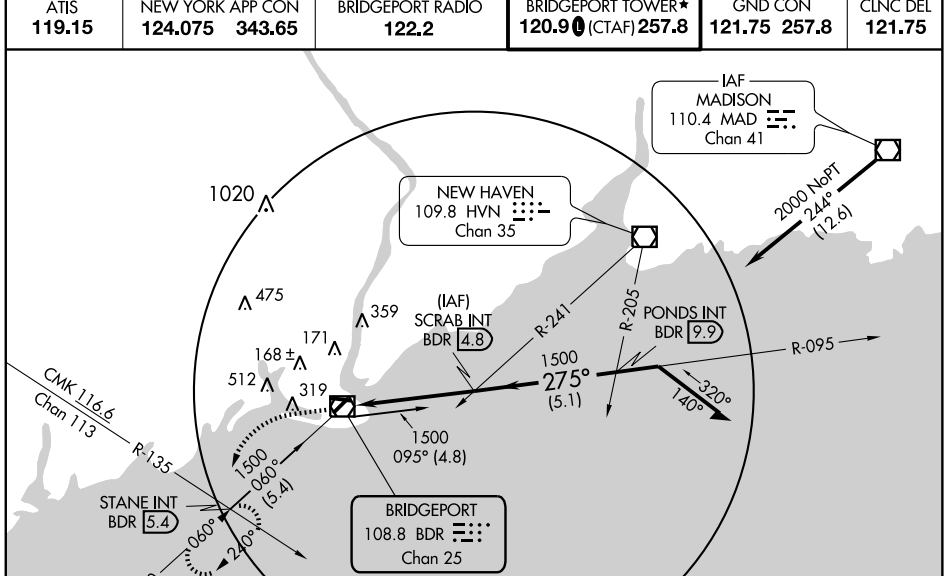
| VOR/DME BDR | APP CRS | Rwy ldg 4397 |
|---|---|---|
| 108.8 | 275° | TDZE 8 |
| Chan 25 | | Apt Elev 10 |

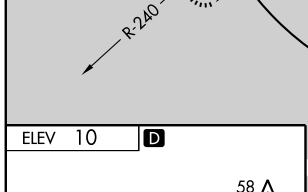
# VOR RWY 29

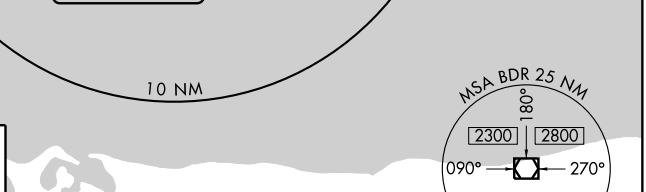
## BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 500, then climbing left turn to 1800 via BDR R-240 to STANE Int/BDR 5.4 and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 380-1 372 (400-1) | | | 380-1¼ 372 (400-1¼) |
| CIRCLING | 420-1 410 (500-1) | 620-1 610 (700-1) | 620-1¾ 610 (700-1¾) | 820-2 ½ 810 (900-2½) |

NE-1. 03 JUN 2010 to 01 JUL 2010

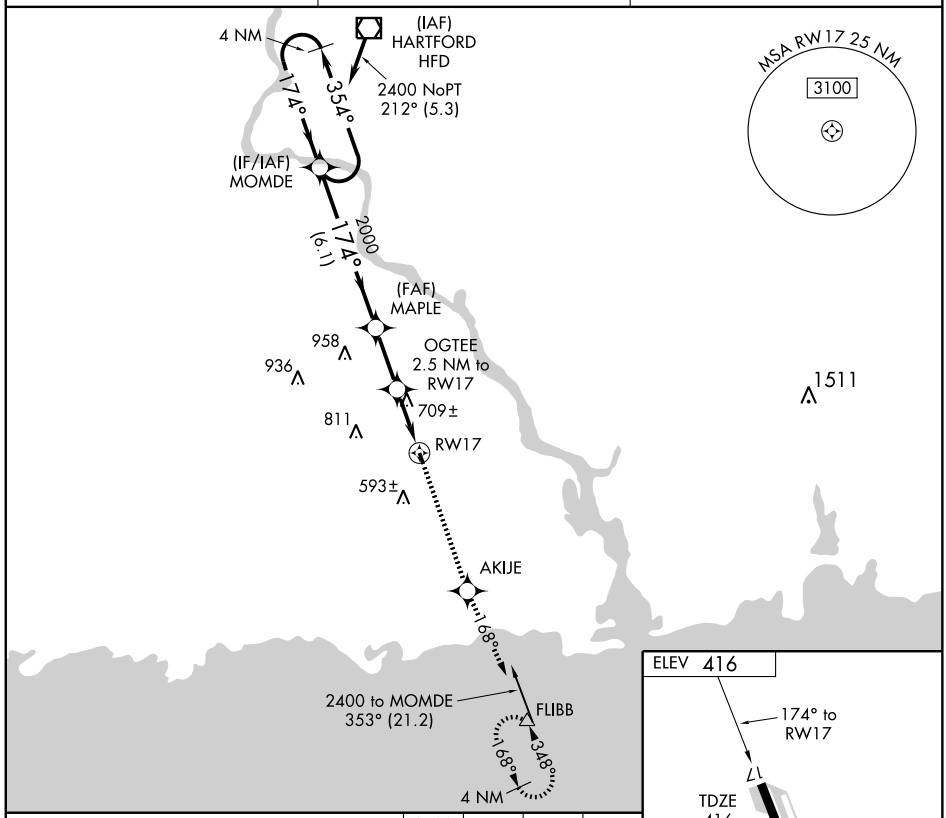
| APP CRS | Rwy ldg | 2007 |
|---|---|---|
| 174° | TDZE | 416 |
| | Apt Elev | 416 |

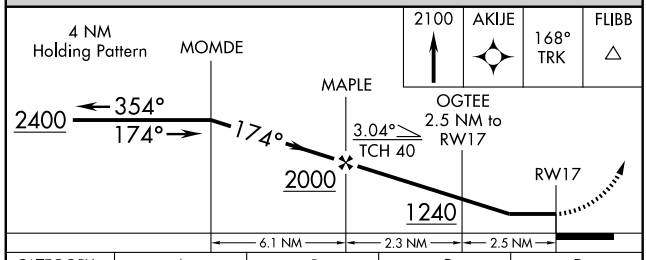
# RNAV (GPS) RWY 17
## CHESTER (SNC)

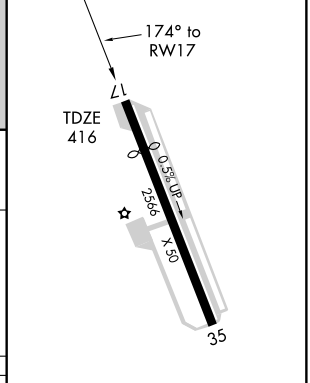
DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 2100 direct AKIJE and via track 168° to FLIBB and hold.

| AWOS-3 | NEW YORK APP CON | UNICOM |
|---|---|---|
| 118.325 | 124.075 343.65 | 122.725 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 | 544 (600-1) | NA | |
| CIRCLING | 960-1 | 544 (600-1) | NA | |

REIL Rwys 17 and 35
MIRL Rwy 17-35

NE-1. 03 JUN 2010 to 01 JUL 2010

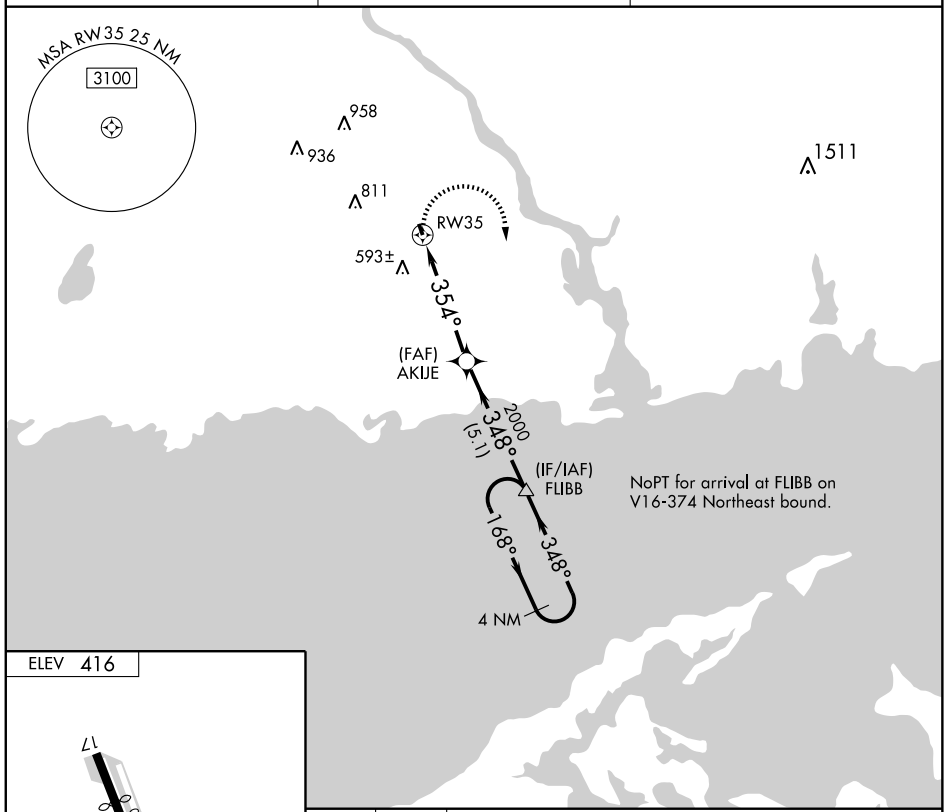
| APP CRS | Rwy ldg | 2566 |
|---|---|---|
| 354° | TDZE | 416 |
| | Apt Elev | 416 |

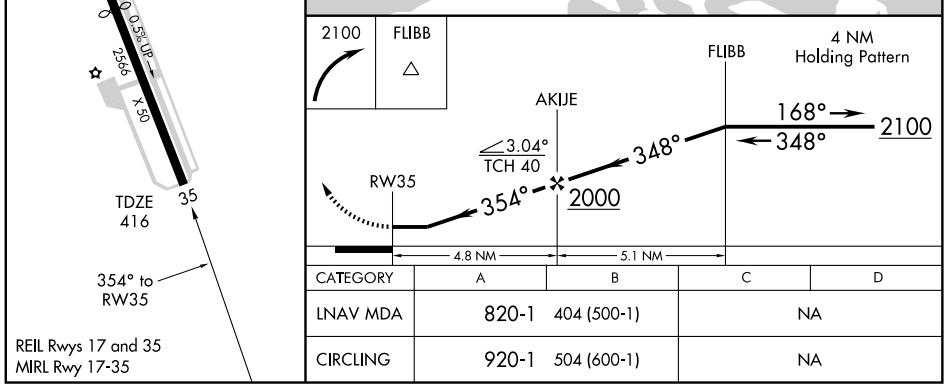
# RNAV (GPS) RWY 35
## CHESTER (SNC)

DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.

| AWOS-3 | NEW YORK APP CON | UNICOM |
|---|---|---|
| 118.325 | 124.075 343.65 | 122.725 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 | 404 (500-1) | NA | |
| CIRCLING | 920-1 | 504 (600-1) | NA | |

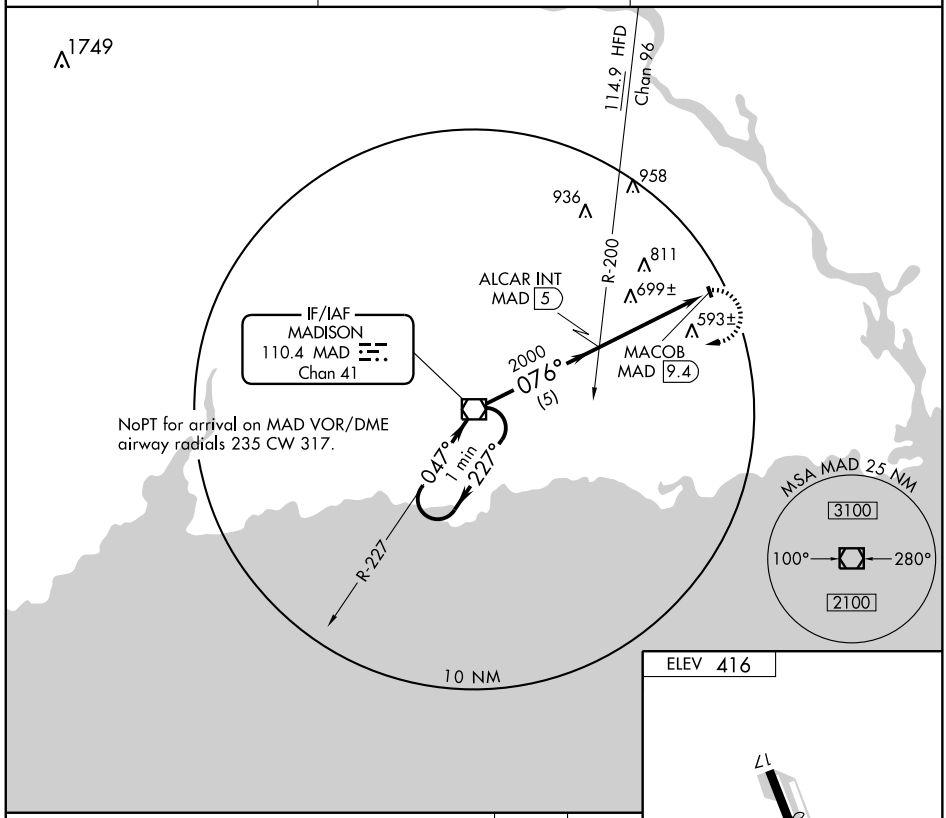
| VOR/DME MAD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 110.4 | 076° | TDZE | N/A |
| Chan 41 | | Apt Elev | 416 |

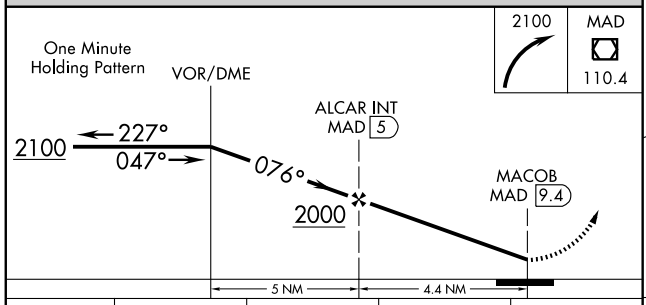
# VOR-A
## CHESTER(SNC)

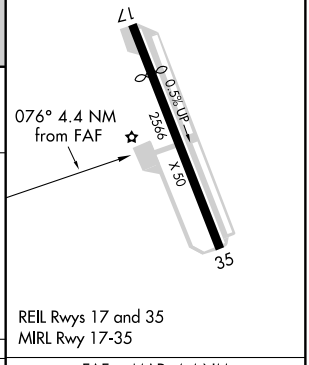
Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct MAD VOR/DME and hold.

| AWOS-3 | NEW YORK APP CON | UNICOM |
|---|---|---|
| 118.325 | 124.075 343.65 | 122.725 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 960-1 544 (600-1) | | NA | |

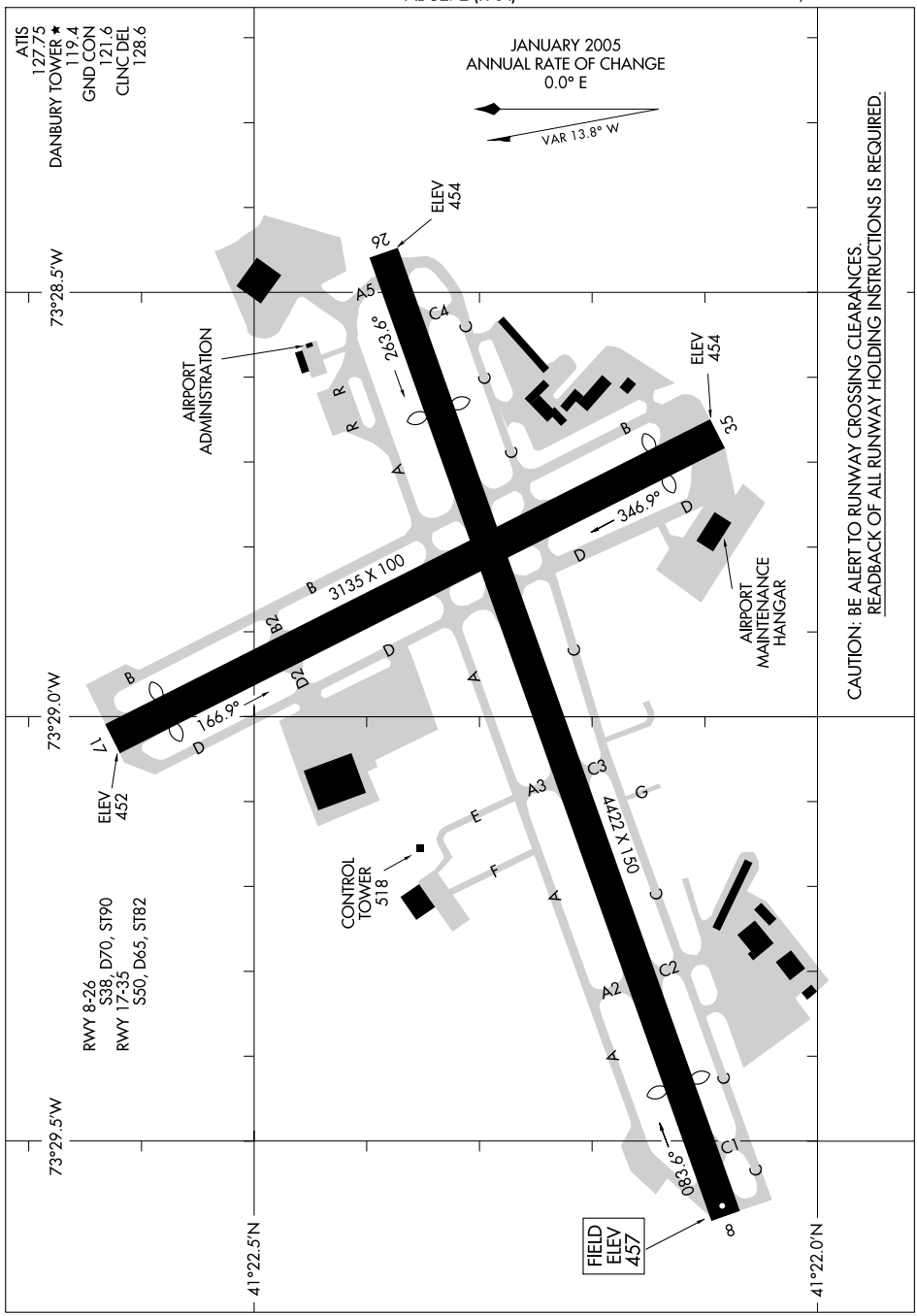
| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-1. 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

AL-5272 (FAA)

DANBURY MUNI (DXR)
DANBURY, CONNECTICUT



| APP CRS | Rwy ldg | 4054 |
|---|---|---|
| 084° | TDZE | 457 |
| | Apt Elev | 458 |

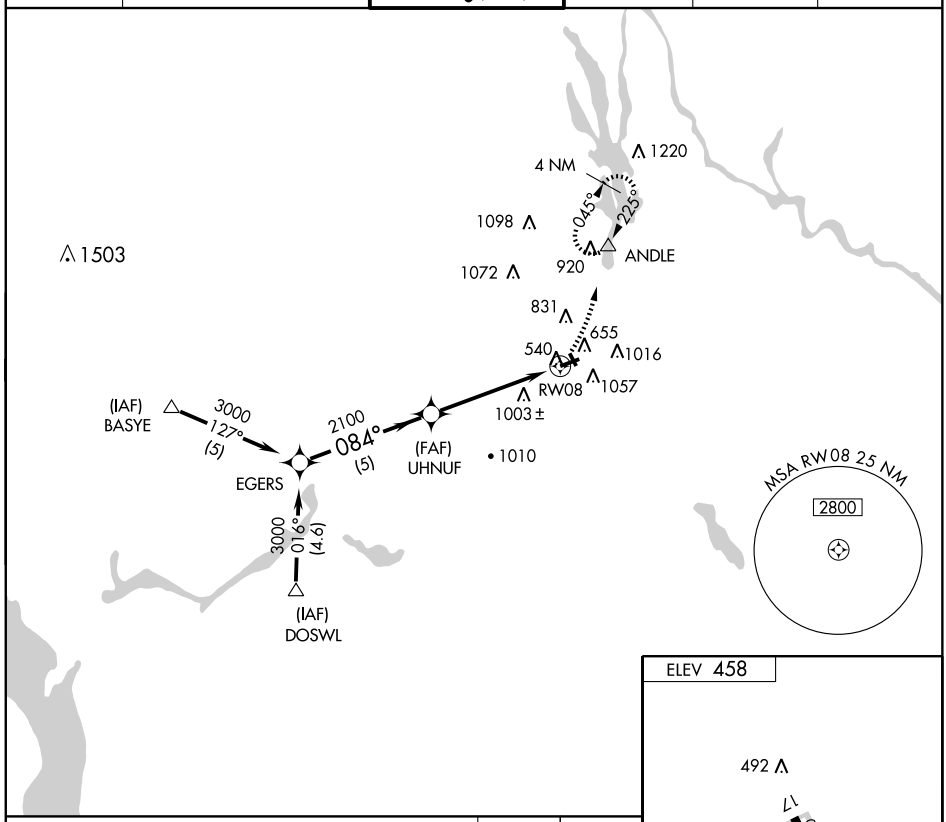
# GPS RWY 8
## DANBURY MUNI (DXR)

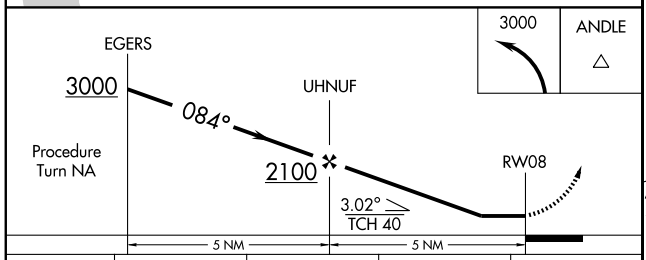
NA

Circling not authorized south of Rwy 8-26.

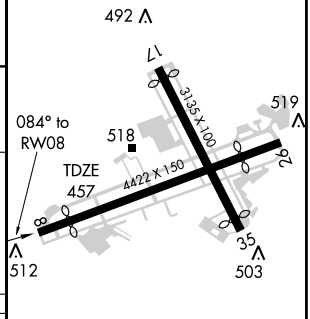
MISSED APPROACH: Climbing left turn to 3000 direct ANDLE WP and hold.

| ATIS | NEW YORK APP CON | DANBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.75 | 126.4 257.65 | 119.4 L (CTAF) | 121.6 | 128.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1260-1<br>803 (900-1) | 1260-1¼<br>803 (900-1¼ ) | 1260-2¼<br>803 (900-2¼ ) | 1260-2½<br>803 (900-2½) |
| CIRCLING | 1260-1<br>802 (900-1) | 1260-1¼<br>802 (900-1¼ ) | 1260-2¼<br>802 (900-2¼) | 1260-2½<br>802 (900-2½) |




REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

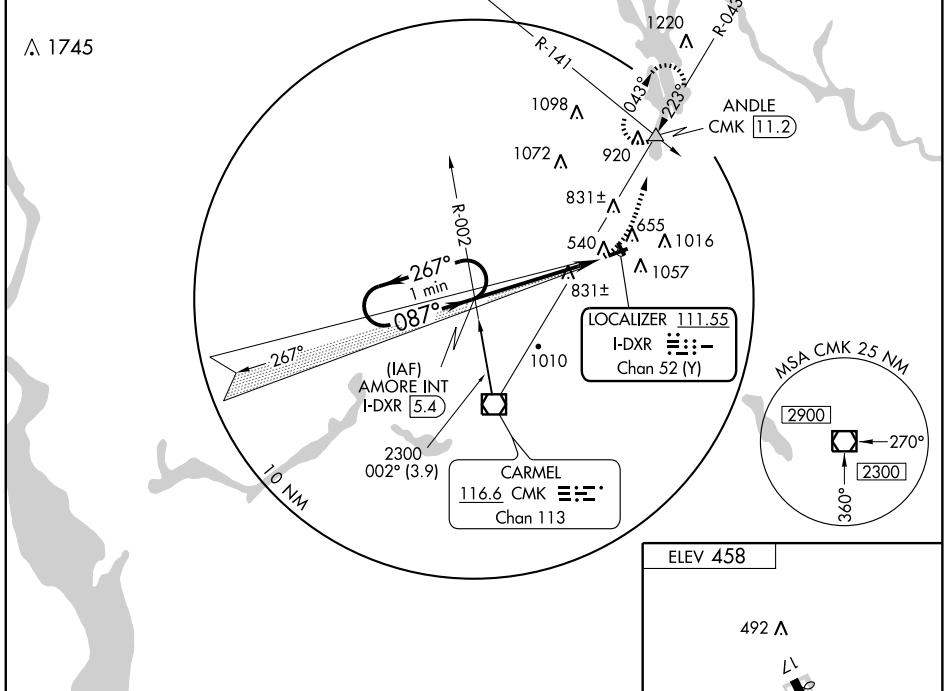
| LOC/DME I-DXR | APP CRS | Rwy ldg | 4054 |
|---|---|---|---|
| 111.55 | 087° | TDZE | 457 |
| Chan 52 (Y) | | Apt Elev | 458 |

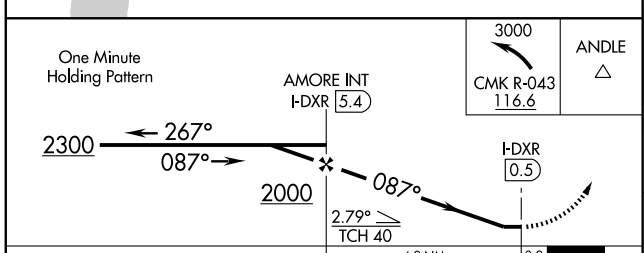
# LOC RWY 8
## DANBURY MUNI (DXR)

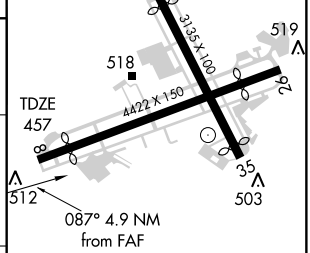
Circling NA south of Rwy 8-26.
If local altimeter setting not received, use Waterbury-Oxford altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 3000 via CMK R-043 to ANDLE Int/CMK 11.2 DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DANBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.75 | 126.4 257.65 | 119.4 L (CTAF) | 121.6 | 128.6 | 122.95 |




REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1100-1 | 643 (700-1) | 1100-1¾ 643 (700-1¾) | 1100-2 643 (700-2) |
| CIRCLING | 1140-1 | 682 (700-1) | 1220-2¼ 762 (800-2¼) | 1220-2½ 762 (800-2½) |

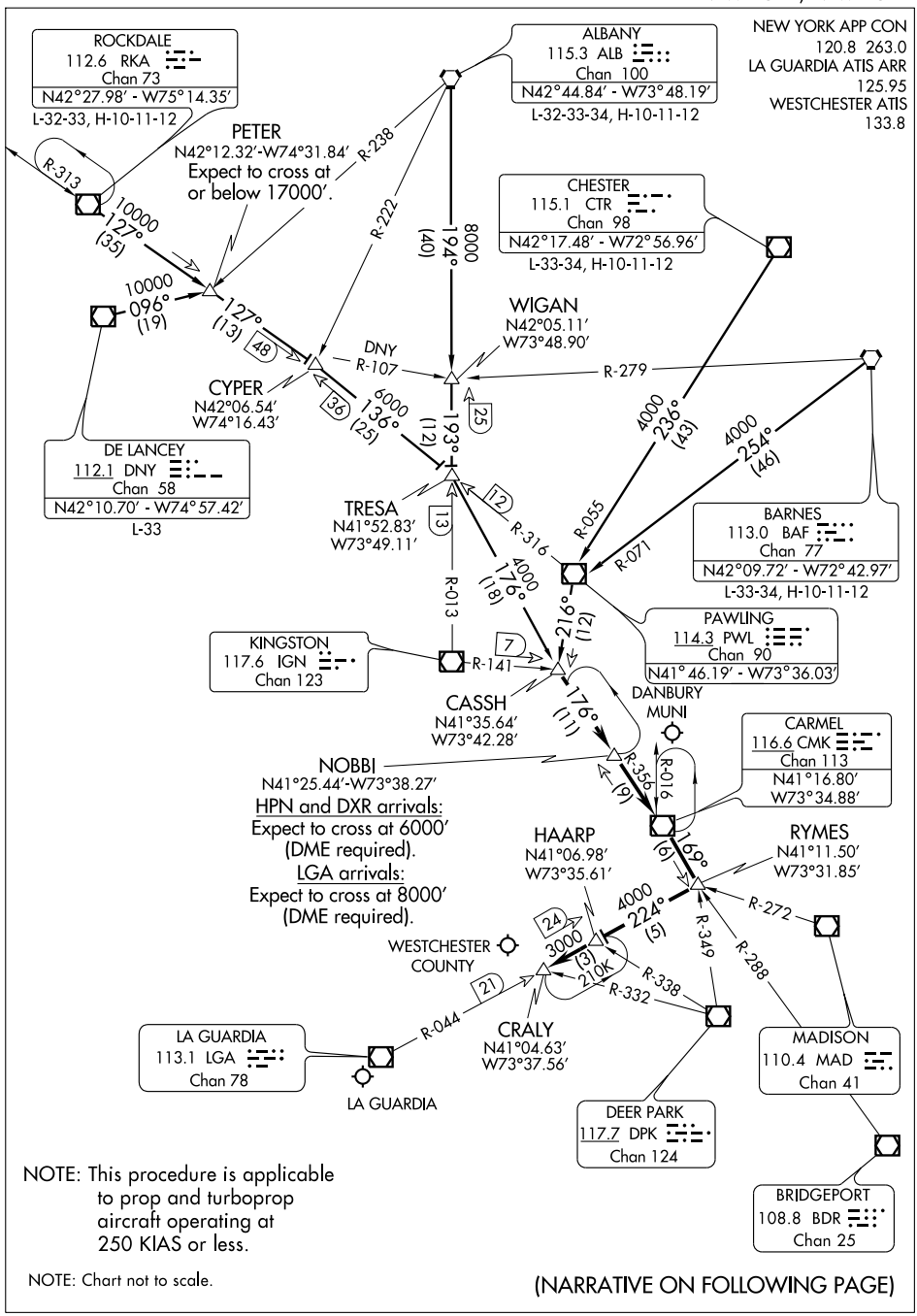
FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NE-1, 03 JUN 2010 to 01 JUL 2010

# NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK




NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# NOBBI FIVE ARRIVAL



## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

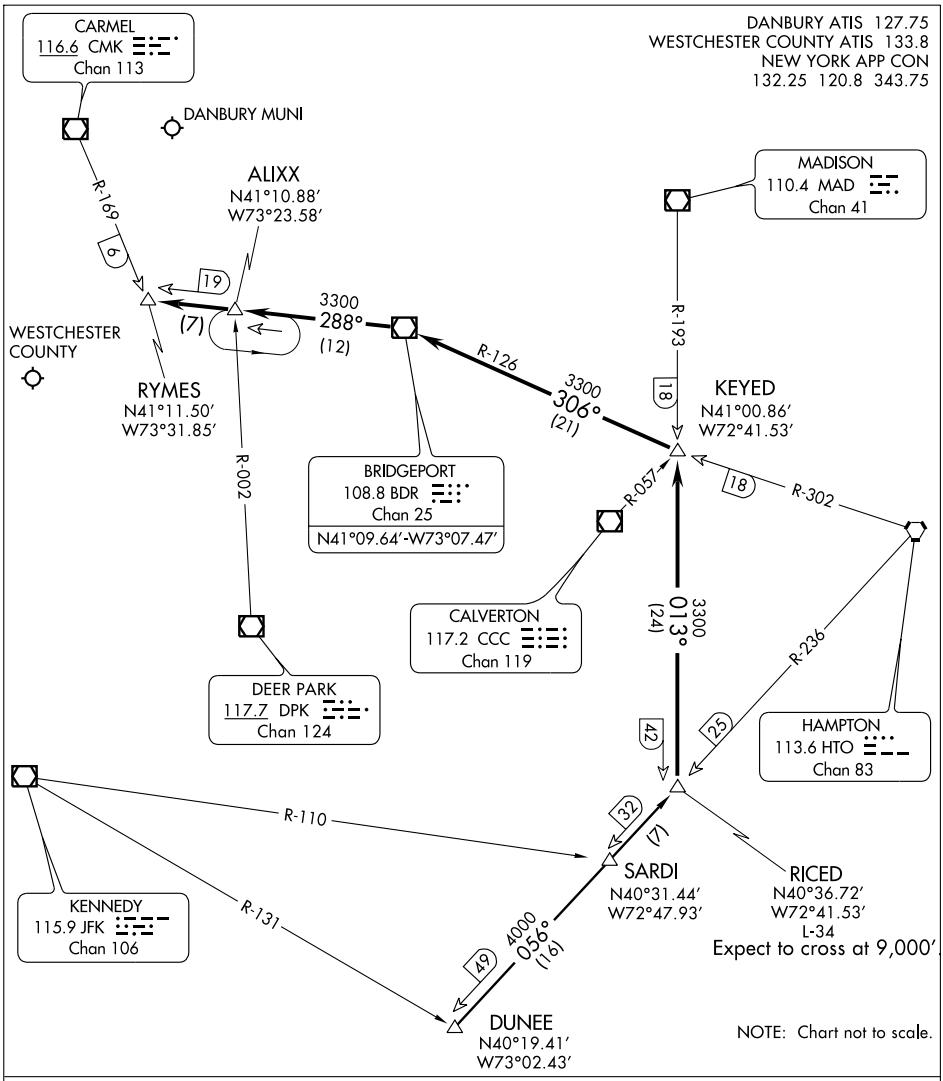
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

# RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK




## ARRIVAL ROUTE DESCRIPTION

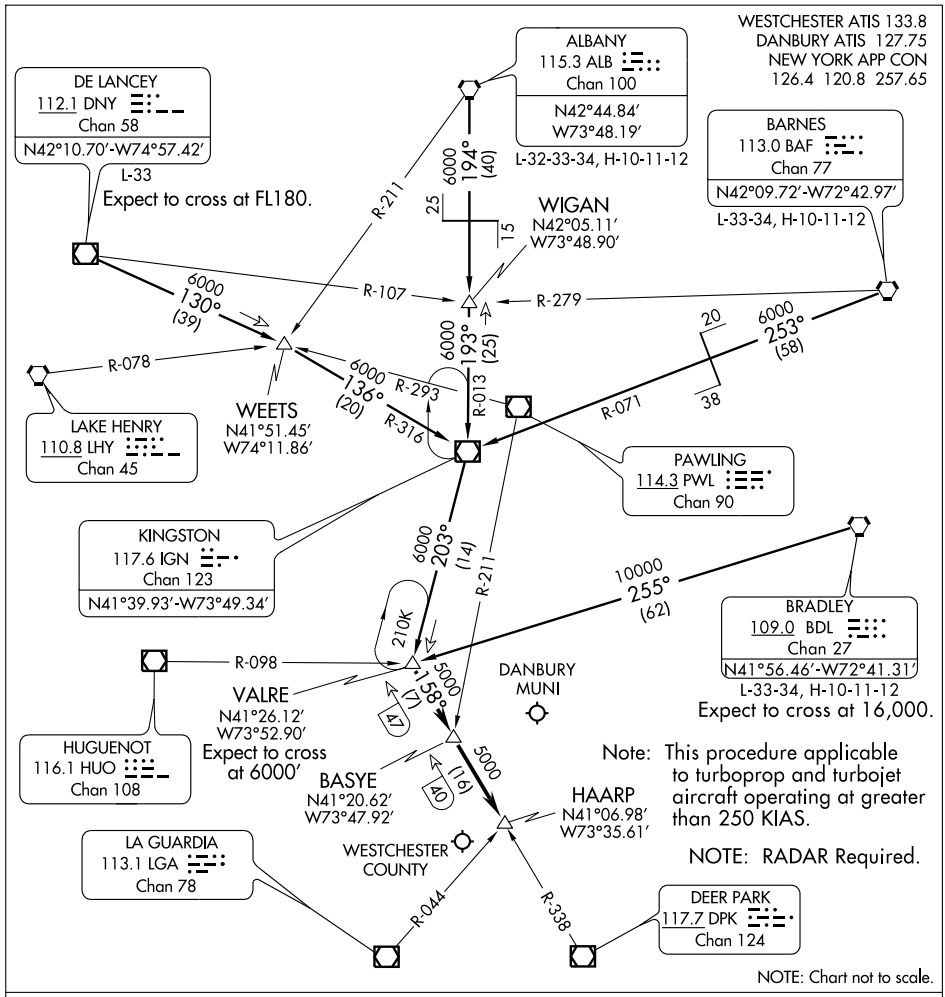
DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

# VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK




## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

. . . .From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

DANBURY, CONNECTICUT

AL-5272 (FAA)

| VOR/DME CMK | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 116.6 | 051° | TDZE | N/A |
| Chan 113 | | Apt Elev | 458 |

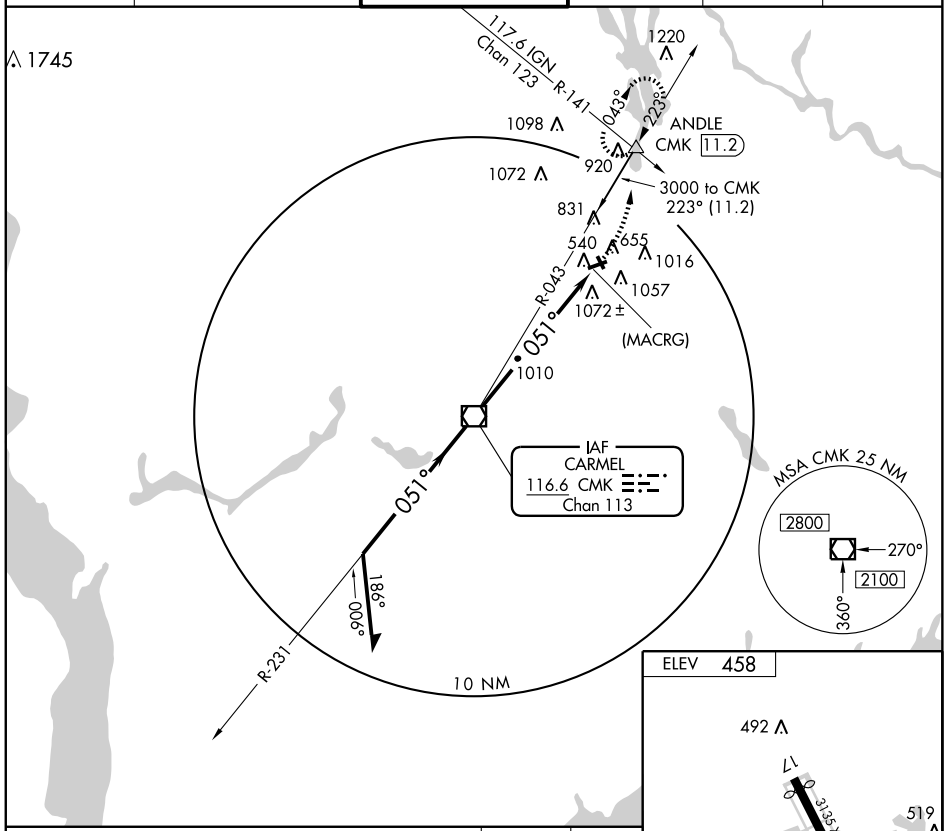
# VOR or GPS-A

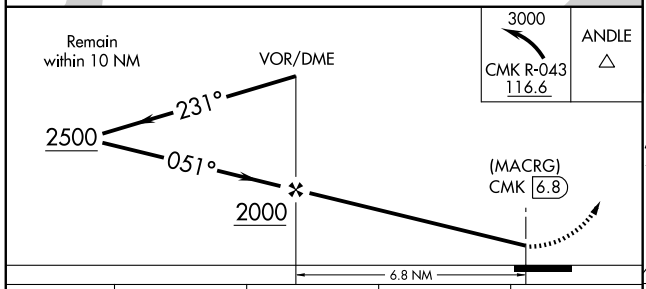
## DANBURY MUNI (DXR)

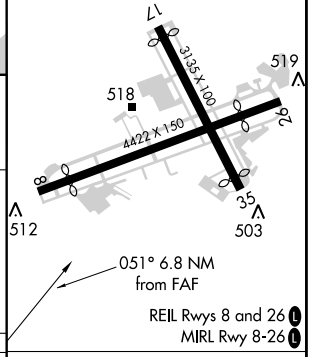
Circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 3000 via CMK VOR/DME R-043 to ANDLE Int/CMK 11.2 DME and hold.

| ATIS | NEW YORK APP CON | | DANBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 127.75 | 126.4 | 257.65 | 119.4 L (CTAF) | 121.6 | 128.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1360-1¼ 902 (1000-1¼) | | 1360-2¾ 902 (1000-2¾) | 1360-3 902 (1000-3) |

FAF to MAP 6.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |

NE-1. 03 JUN 2010 to 01 JUL 2010

# VOR-A
## DANIELSON (LZD)

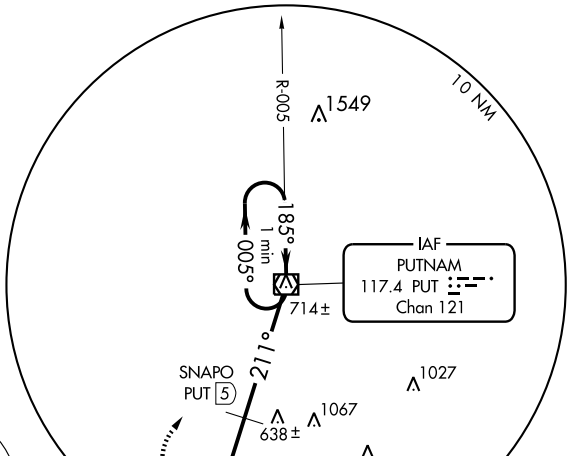
| VOR/DME PUT | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 117.4 | 211° | TDZE | N/A |
| Chan 121 | | Apt Elev | 238 |

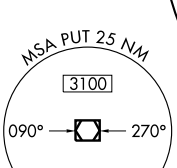
NA

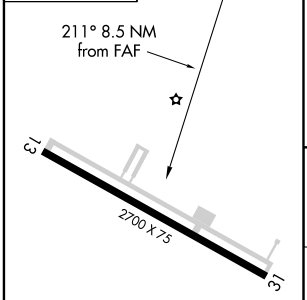
When local altimeter setting not received, use Willimantic altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct PUT VOR/DME and hold.

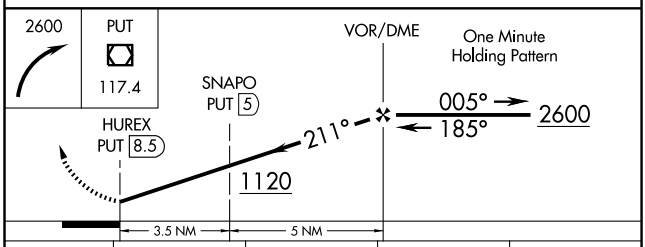
| AWOS-3 | WILLIMANTIC ASOS | PROVIDENCE APP CON ★ | UNICOM |
|---|---|---|---|
| 119.125 | 133.675 | 135.4 244.875 | 123.0 (CTAF) L |






REIL Rwy 31 L
MIRL Rwy 13-31 L




| FAF to MAP 8.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:30 | 5:40 | 4:15 | 3:24 | 2:50 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1120-1¼ 882 (900-1¼) | | NA | |

SNAPO FIX MINIMUMS

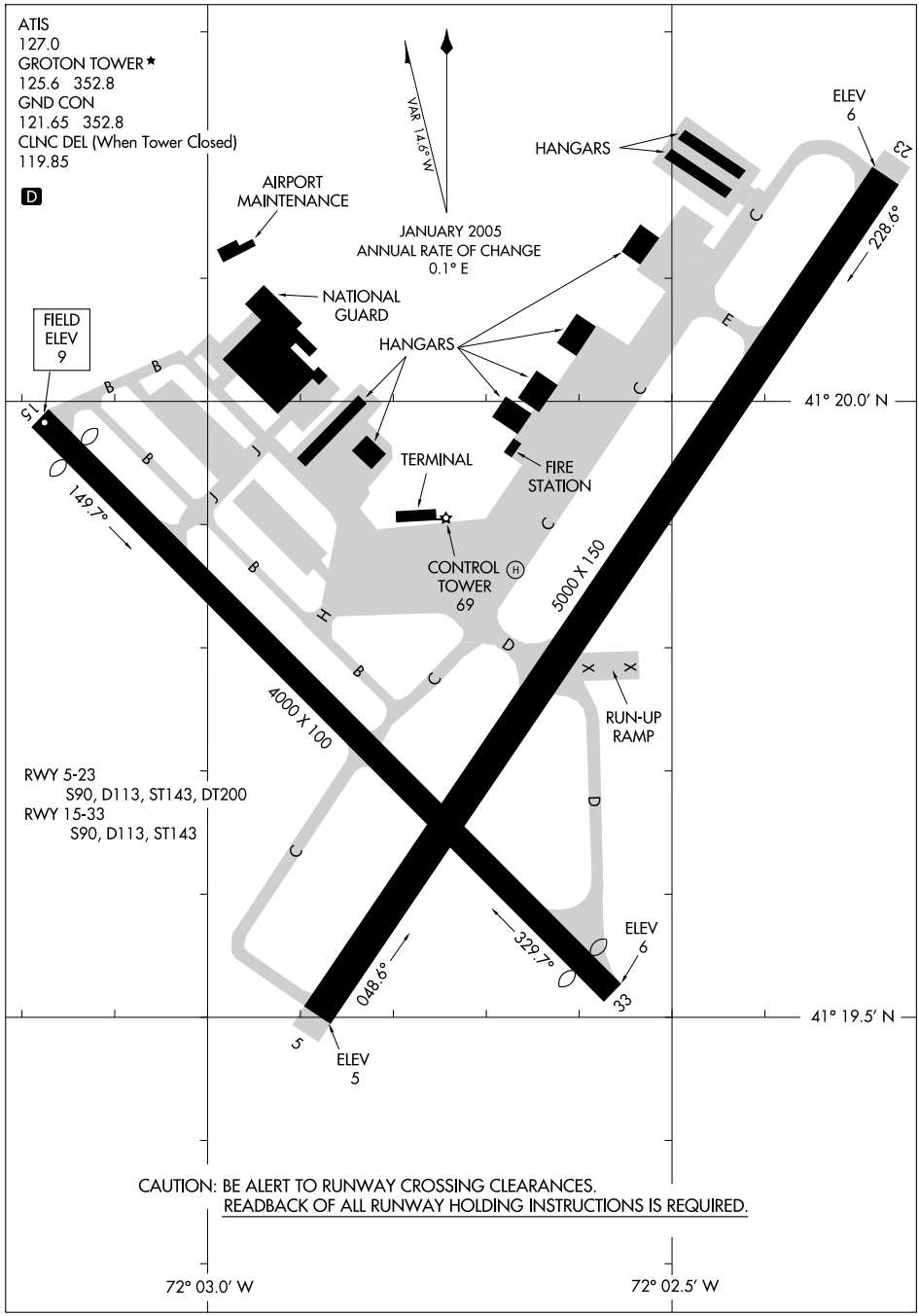
| | | | | |
|---|---|---|---|---|
| CIRCLING | 900-1 662 (700-1) | 980-1¼ 742 (800-1¼) | NA | |

NE-1. 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

AL-5049 (FAA)

GROTON-NEW LONDON (GON)
GROTON (NEW LONDON), CONNECTICUT



# ILS or LOC RWY 5
## GROTON-NEW LONDON (GON)

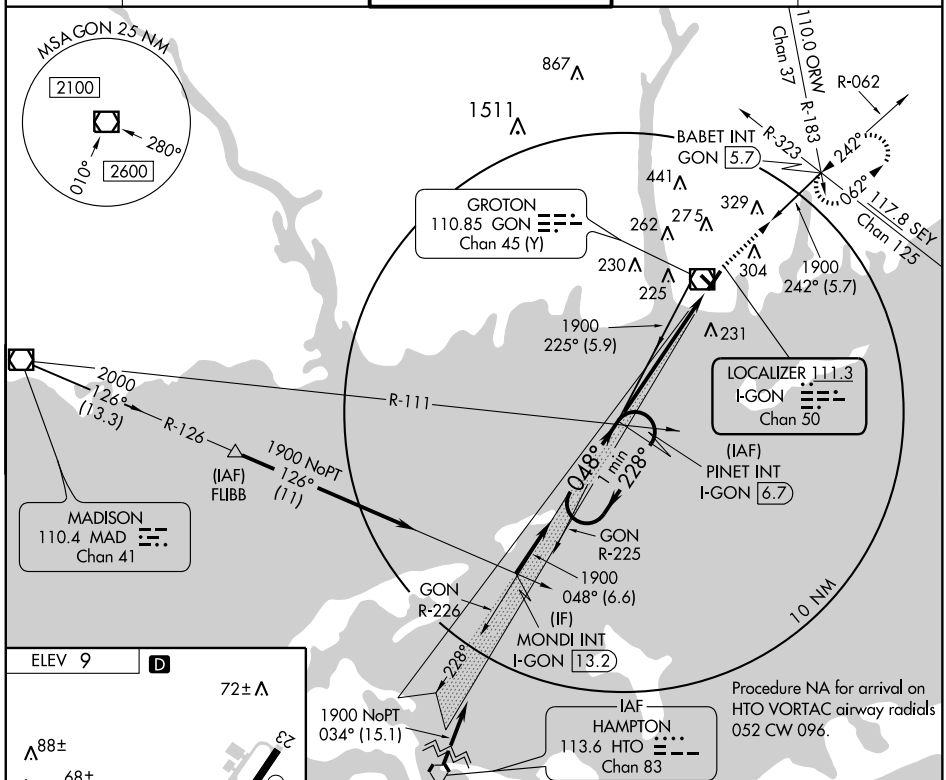
| LOC/DME I-GON | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 111.3 | 048° | TDZE | 7 |
| Chan 50 | | Apt Elev | 9 |

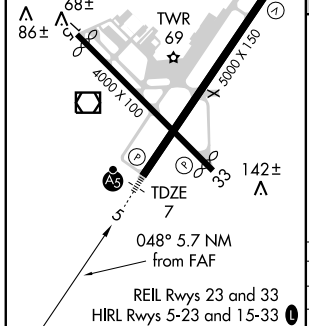
* RVR 1800 authorized with the use of FD or AP or HUD to DA.
Circling to Rwy 15 NA at night.
When VGSI inop, Circling Rwy 23 NA at night.

MALSR

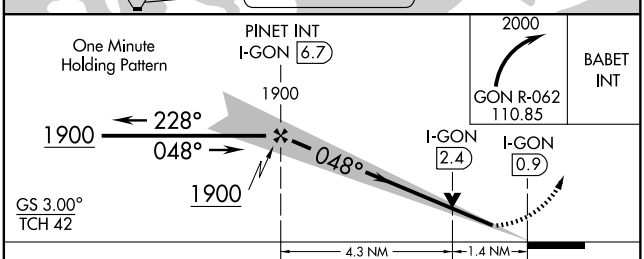
MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int and hold, continue climb-in-hold to 2000.

| ATIS | PROVIDENCE APP CON * | GROTON TOWER * | GND CON | CLNC DEL * |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | * 207/24 200 (200-½) | | | |
| S-LOC 5 | 500/24 493 (500-½) | | 500/40 493 (500-¾) | 500/50 493 (500-1) |
| CIRCLING | 560-1 551 (600-1) | 620-1 611 (700-1) | 620-1¾ 611 (700-1¾) | 620-2 611 (700-2) |

| WAAS CH 45521 W05A | APP CRS 048° | Rwy ldg 5000<br>TDZE 7<br>Apt Elev 9 |
|---|---|---|

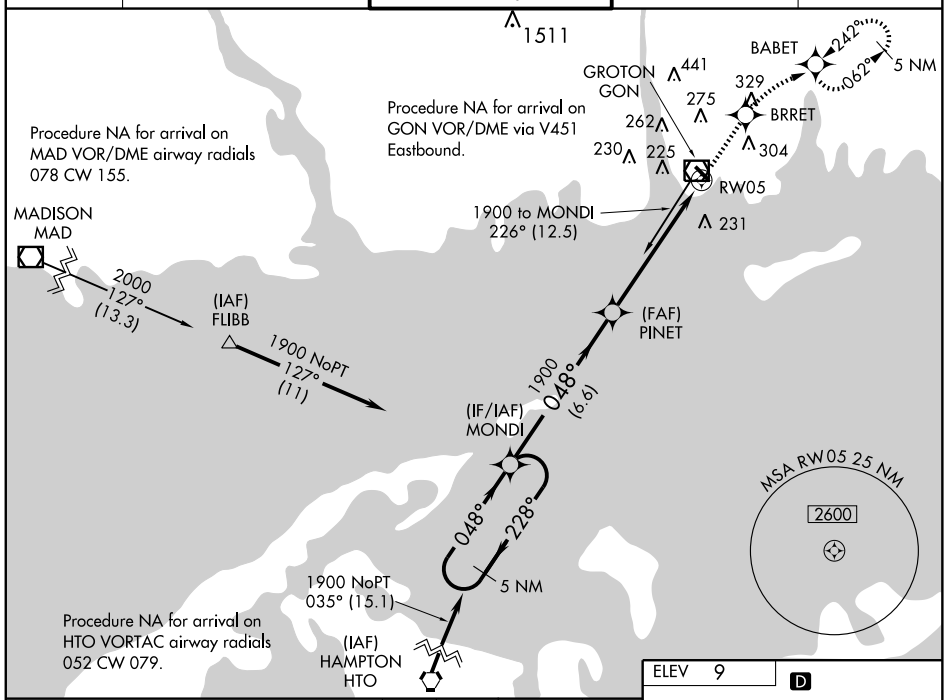
# RNAV (GPS) RWY 5
## GROTON-NEW LONDON (GON)

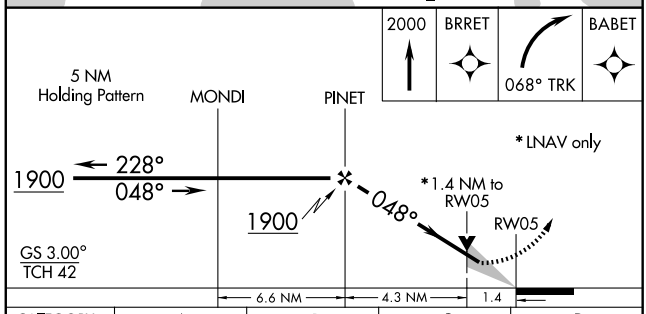
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling to Rwy 15 NA at night. When VGSI inop, Circling Rwy 23 NA at night. For inoperative MALSR, increase LPV visiblity all Cats to RVR 5000.

MALSR

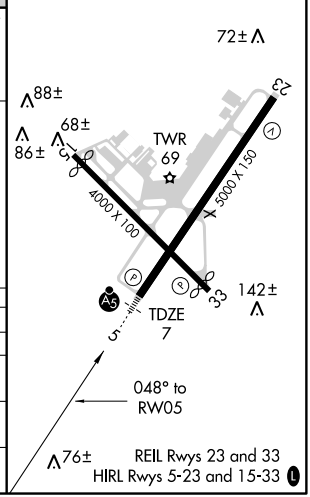
MISSED APPROACH: Climb to 2000 direct BRRET and right turn on track 068° to BABET and hold, continue climb-in-hold to 2000.

| ATIS | PROVIDENCE APP CON ★ | GROTON TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 291/24 284 (300-½) | | | |
| LNAV/VNAV DA | 532-1½ 525 (600-1½) | | | |
| LNAV MDA | 500/24 493 (500-½) | | 500/40 493 (500-¾) | 500/50 493 (500-1) |
| CIRCLING | 560-1¾ 551 (600-1¾) | 620-1¾ 611 (700-1¾) | | 620-2 611 (700-2) |



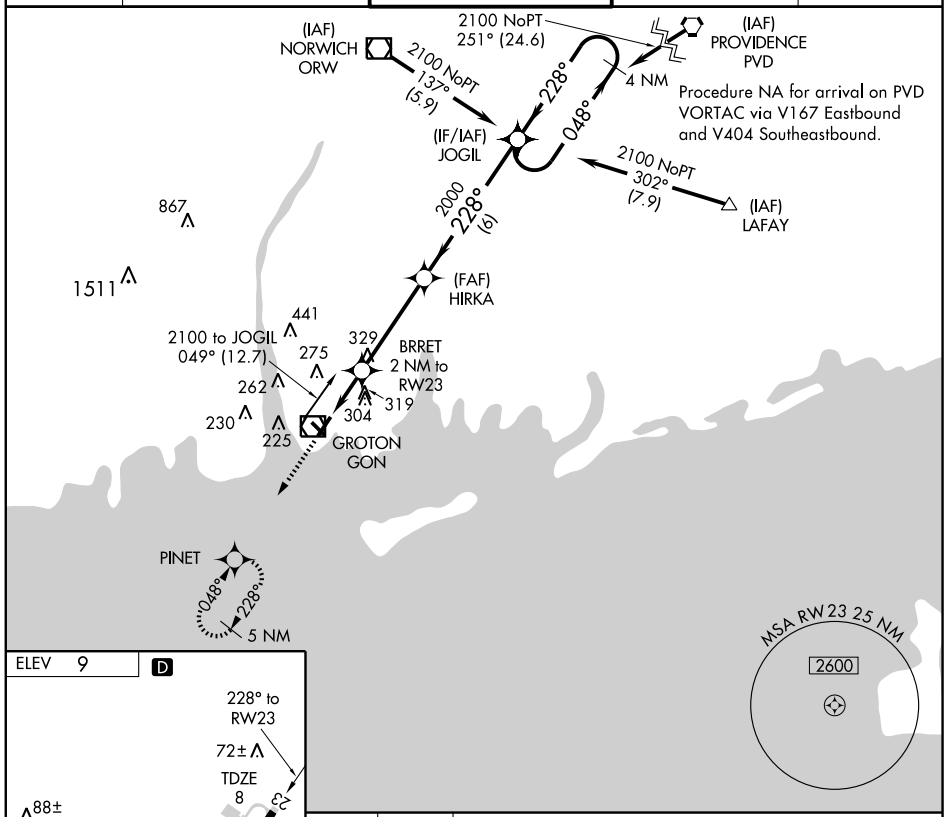
# RNAV (GPS) RWY 23
## GROTON-NEW LONDON (GON)

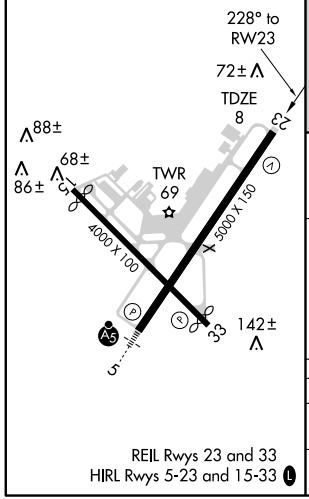
| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 228° | TDZE | 8 |
| | Apt Elev | 9 |

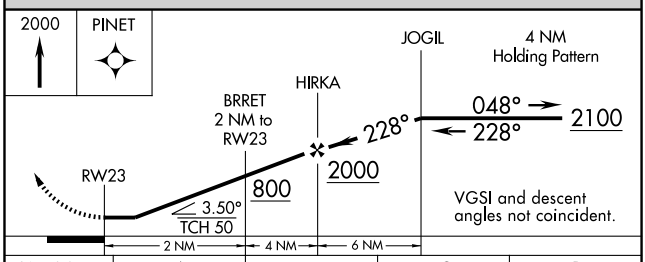
DME/DME RNP-0.3 NA. When VGSI Inop, Straight-In/Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct PINET and hold.

| ATIS | PROVIDENCE APP CON ★ | GROTON TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 552 (600-1) | | 560-1½ 552 (600-1½) | 560-1¾ 552 (600-1¾) |
| CIRCLING | 560-1 551 (600-1) | 620-1 611 (700-1) | 620-1¾ 611 (700-1¾) | 620-2 611 (700-2) |

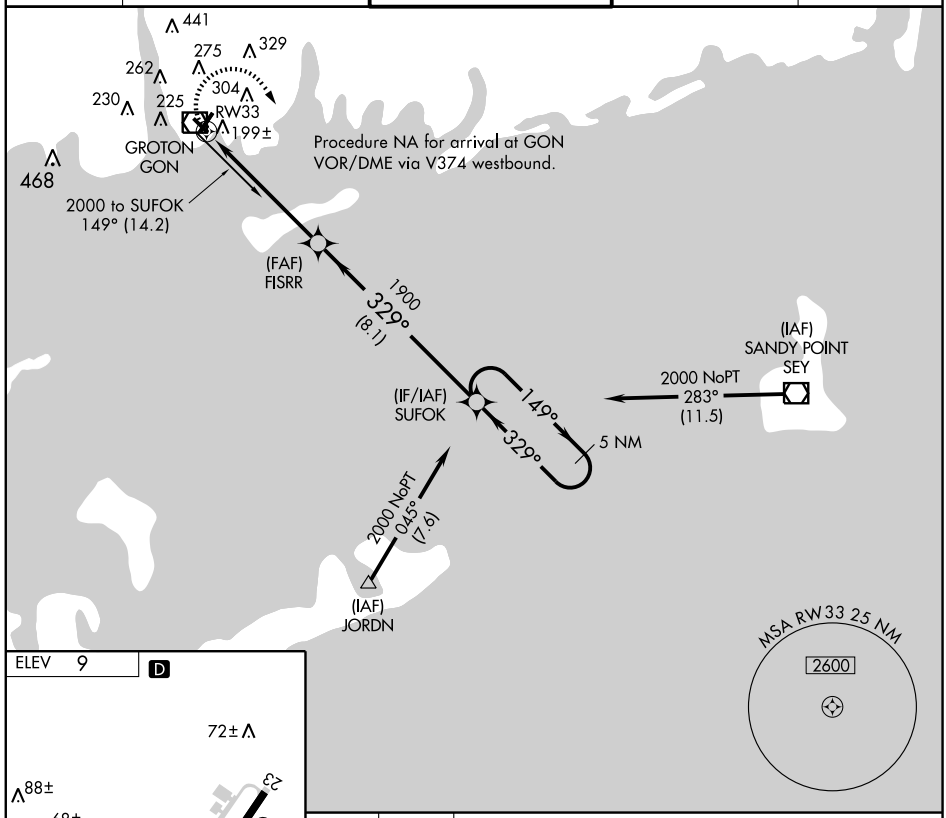
| APP CRS | Rwy ldg | 3665 |
|---|---|---|
| 329° | TDZE | 8 |
| | Apt Elev | 9 |

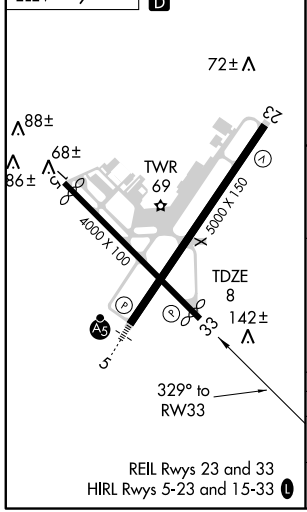
# RNAV (GPS) RWY 33
## GROTON-NEW LONDON (GON)

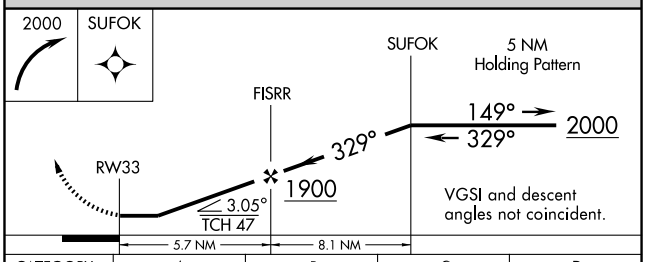
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop Straight-In/Circling Rwy 33 and Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct SUFOK and hold.

| ATIS | PROVIDENCE APP CON ★ | GROTON TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 452 (500-1) | | 460-1¼ 452 (500-1¼) | 460-1½ 452 (500-1½) |
| CIRCLING | 560-1 551 (600-1) | 620-1 611 (700-1) | 620-1¾ 611 (700-1¾) | 620-2 611 (700-2) |

NE-1. 03 JUN 2010 to 01 JUL 2010

| VOR/DME GON 110.85 Chan 45 (Y) | APP CRS 027° | Rwy ldg 5000 TDZE 7 Apt Elev 9 |
|---|---|---|

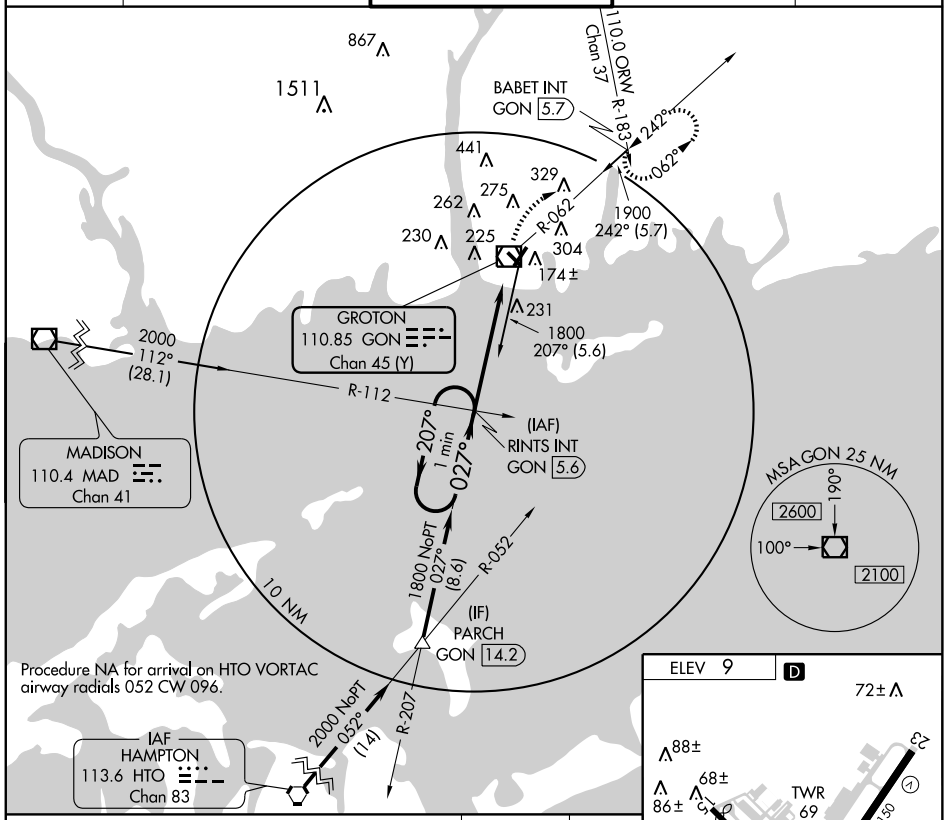
# VOR RWY 5
## GROTON-NEW LONDON (GON)

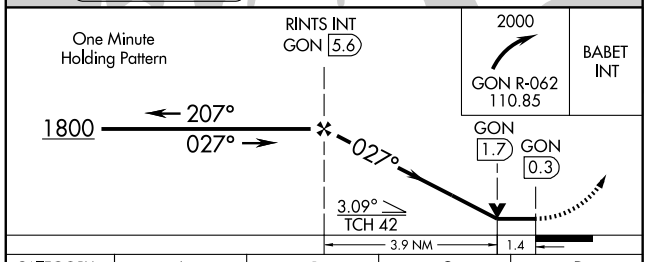
Inoperative table does not apply to Cat D.
Circling to Rwy 15 NA at night.
When VGSI inop, Circling to Rwy 23 NA at night.

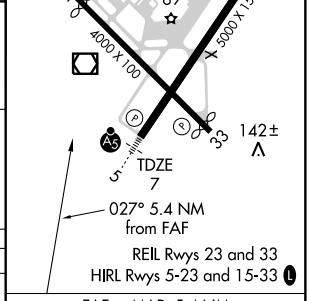
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int/GON 5.7 DME and hold, continue climb-in-hold to 2000.

| ATIS | PROVIDENCE APP CON ★ | GROTON TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 500/24 493 (500-½) | | 500/40 493 (500-¾) | 500-1½ 493 (500-1½) |
| CIRCLING | 560-1 551 (600-1) | 620-1 611 (700-1) | 620-1¾ 611 (700-1¾) | 620-2 611 (700-2) |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

NE-1. 03 JUN 2010 to 01 JUL 2010

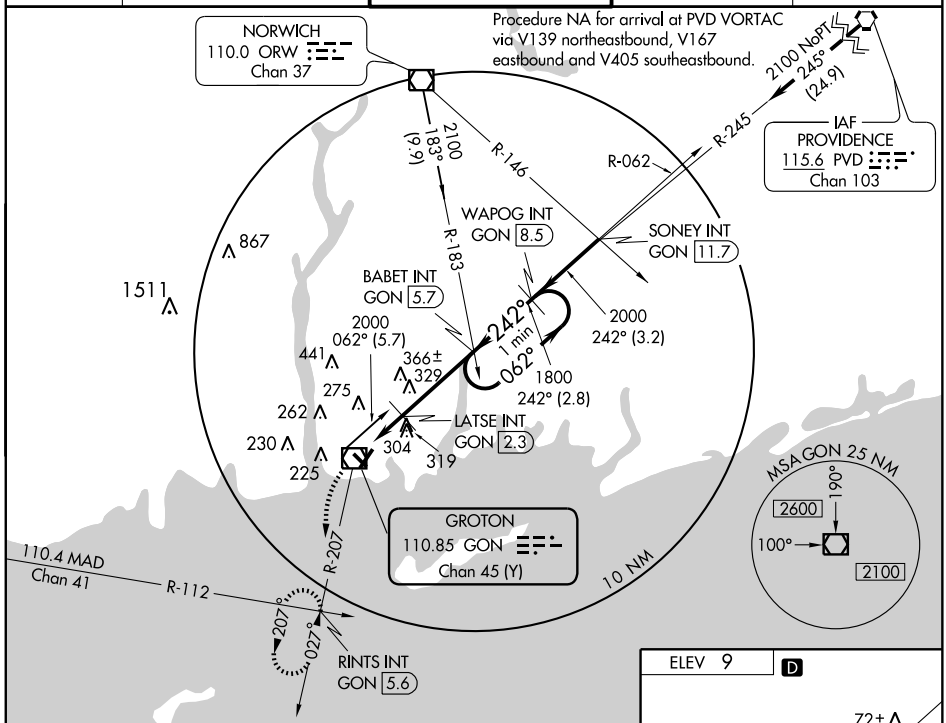
# VOR RWY 23
## GROTON-NEW LONDON (GON)

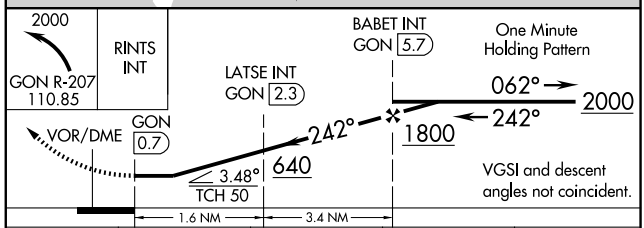
| VOR/DME GON 110.85 Chan 45 (Y) | APP CRS 242° | Rwy ldg 5000<br>TDZE 8<br>Apt Elev 9 |
|---|---|---|

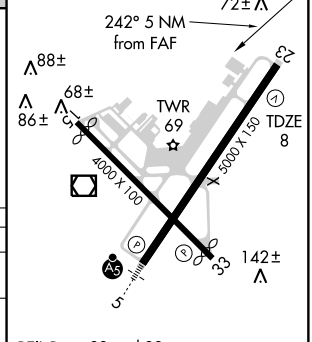
When VGSI inop, Straight-In/Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 via GON R-207 to RINTS Int/GON 5.6 DME and hold.

| ATIS | PROVIDENCE APP CON ★ | GROTON TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 640-1 632 (700-1) | | 640-1¾ 632 (700-1¾) | 640-2 632 (700-2) |
| CIRCLING | 640-1 631 (700-1) | | 640-1¾ 631 (700-1¾) | 640-2 631 (700-2) |
| LATSE FIX MINIMUMS | | | | |
| S-23 | 580-1 572 (600-1) | | 580-1½ 572 (600-1½) | 580-1¾ 572 (600-1¾) |
| CIRCLING | 580-1 571 (600-1) | 620-1 611 (700-1) | 620-1¾ 611 (700-1¾) | 620-2 611 (700-2) |

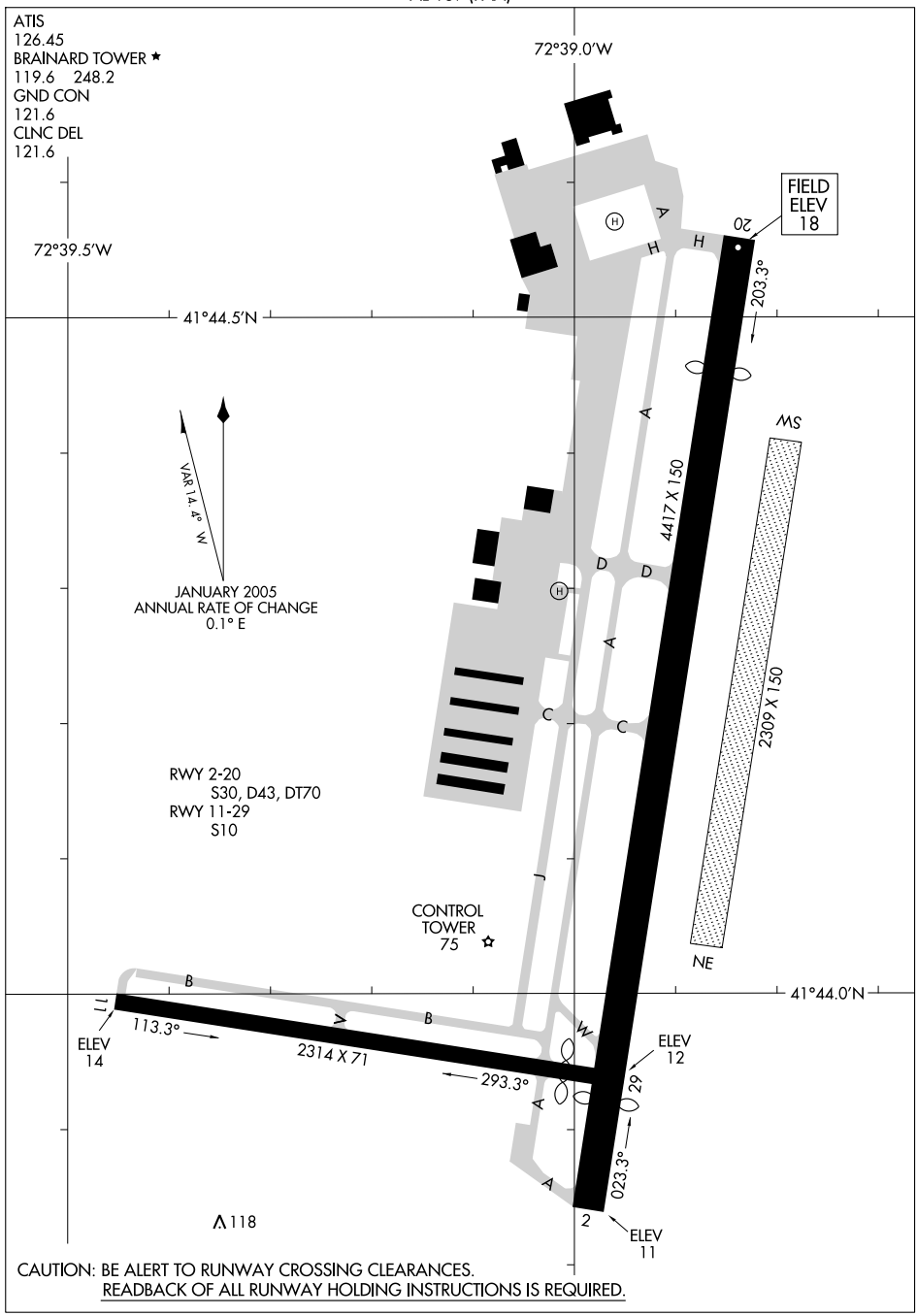
| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

NE-1. 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

AL-189 (FAA)

HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT

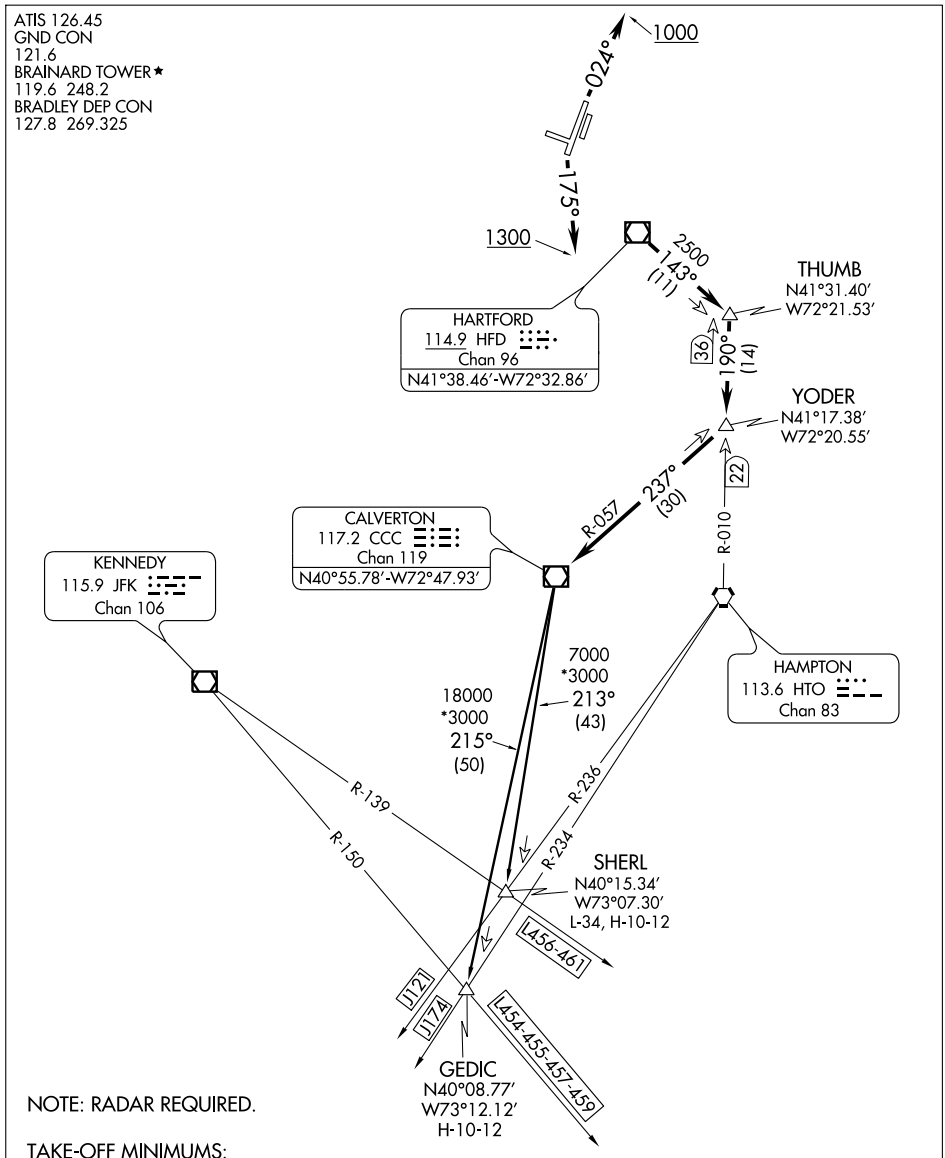



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-1, 03 JUN 2010 to 01 JUL 2010

# COASTAL THREE DEPARTURE

ATIS 126.45
GND CON
121.6
BRAINARD TOWER★
119.6 248.4
BRADLEY DEP CON
127.8 269.325




NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 2, STANDARD.
Rwy 20, 300-1½ or STANDARD with minimum climb of 217′ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1500′ prior to DER.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

V

## DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 2: Climb heading 024° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 20: Climb heading 175° to 1300 or as assigned for radar vectors to HFD VOR/DME, thence . . .

. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via the CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLES:
Rwy 2: Pipe on OL building beginning 376′ from DER, 593′ left of centerline, up to 25′ AGL/57′ MSL. Bushes beginning 587′ from DER, 186′ left of centerline, up to 10′ AGL/54′ MSL. Trees beginning 765′ from DER, 59′ left of centerline, up to 100′ AGL/134′ MSL. Trees beginning 57′ from DER, 46′ right of centerline, up to 100′ AGL/125′ MSL. OL on levee 189′ from DER, on centerline to 154′ right of centerline, up to 22′ AGL/45′ MSL.
Rwy 20: Levee 56′ from DER, 453′ left of centerline, up to 24′ AGL/42′ MSL. Trees and bushes beginning 160′ from DER, 118′ left of centerline, up to 100′ AGL/119′ MSL. OL on dike beginning 493′ DER, 277′ left of centerline, up to 27′ AGL/45′ MSL. Spires from 1.12 NM from DER, 403′ left of centerline, 150′ AGL/195′ MSL. Light beginning 196′ from DER, 400′ right of centerline, up to 24′ AGL/42′ MSL. Trees beginning 798′ from DER, 28′ right of centerline, up to 100′ AGL/142′ MSL.

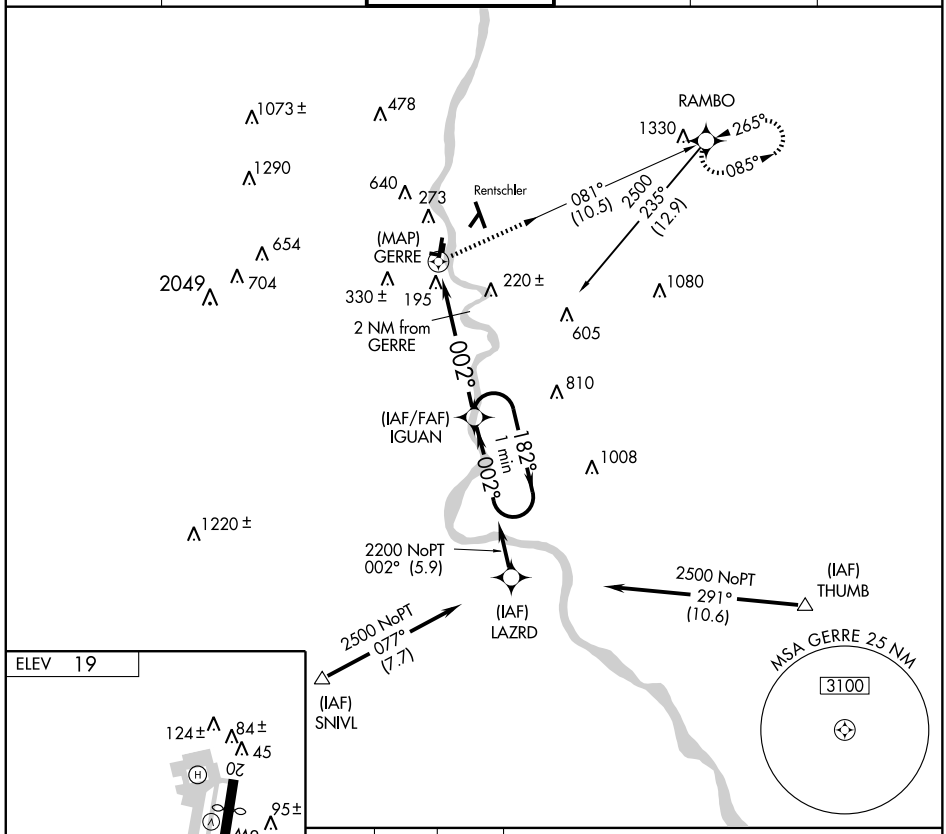
| APP CRS | Rwy ldg | 4006 |
|---|---|---|
| 002° | TDZE | 18 |
| | Apt Elev | 19 |

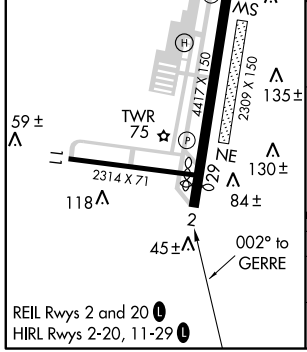
# GPS RWY 2
## HARTFORD-BRAINARD (HFD)

NA

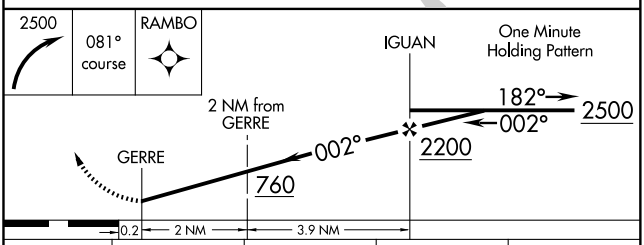
MISSED APPROACH: Climb to 2500 via course 081° to RAMBO WP and hold.

| ATIS | BRADLEY APP CON | BRAINARD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.45 | 127.8 269.325 | 119.6 (CTAF) L 248.2 | 121.6 | 121.6 | 122.95 |




REIL Rwys 2 and 20 L
HIRL Rwys 2-20, 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 460-1 442 (500-1) | | 460-1¼ 442 (500-1¼) | 460-1½ 442 (500-1½) |
| CIRCLING | 580-1 561 (600-1) | 600-1 581 (600-1) | 940-2¾ 921 (1000-2¾) | 1000-3 981 (1000-3) |

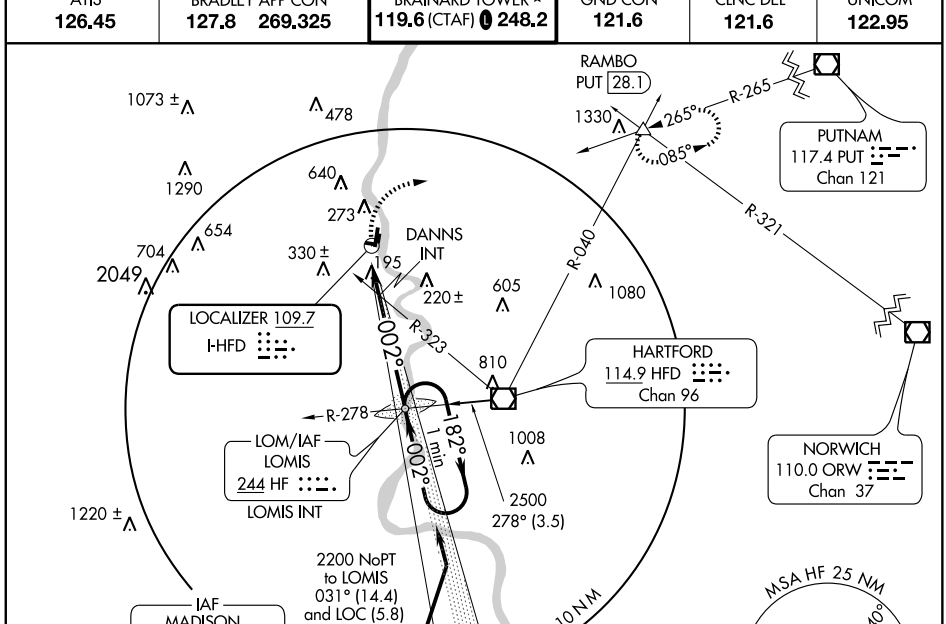
NE-1. 03 JUN 2010 to 01 JUL 2010

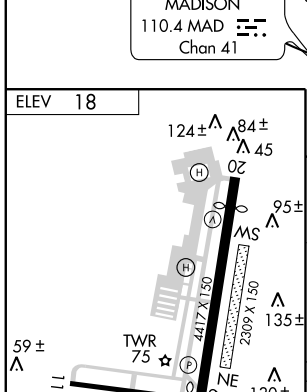
| LOC I-HFD | APP CRS | Rwy ldg | 4006 |
|---|---|---|---|
| 109.7 | 002° | TDZE | 17 |
| | | Apt Elev | 18 |

# LDA RWY 2
## HARTFORD-BRAINARD (HFD)

MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO INT and hold.

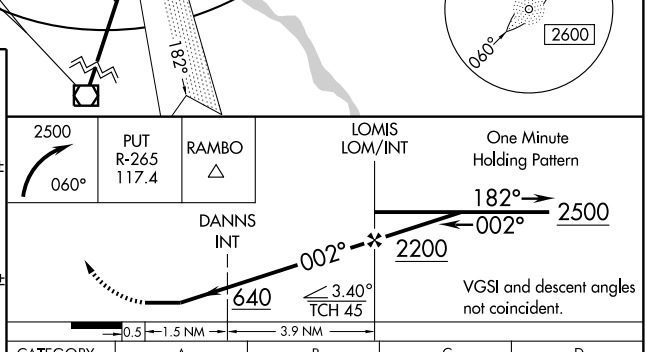
| ATIS | BRADLEY APP CON | BRAINARD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.45 | 127.8 269.325 | 119.6 (CTAF) L 248.2 | 121.6 | 121.6 | 122.95 |




REIL Rwys 2 and 20 L
HIRL Rwys 2-20 and 11-29 L

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 640-1 623 (700-1) | | 640-1¾ 623 (700-1¾) | 640-2 623 (700-2) |
| CIRCLING | 640-1 622 (700-1) | | 940-2¾ 921 (1000-2¾) | 1000-3 981 (1000-3) |
| DANNS INT MINIMUMS | | | | |
| S-2 | 460-1 443 (500-1) | | 460-1¼ 443 (500-1¼) | 460-1½ 443 (500-1½) |
| CIRCLING | 580-1 562 (600-1) | 600-1 581 (600-1) | 940-2¾ 921 (1000-2¾) | 1000-3 981 (1000-3) |

NE-1. 03 JUN 2010 to 01 JUL 2010

# RIVER VISUAL RWY 2

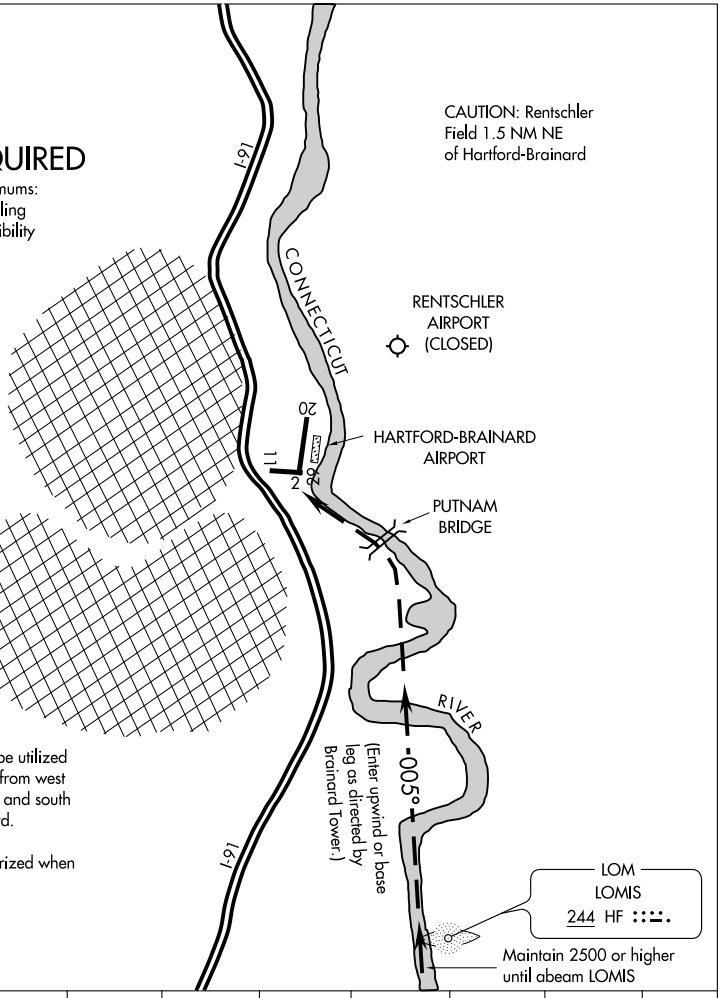


AL-189 (FAA)

ATIS 126.45
BRADLEY APP CON
127.8 269.325
BRAINARD TOWER ★
119.6 (CTAF) 248.2
CLNC DEL 121.6

## RADAR REQUIRED

Weather minimums:
3000 foot ceiling
and 5 mile visibility




NOTE: This procedure will be utilized for aircraft arriving from west of Connecticut River and south of the city of Hartford.

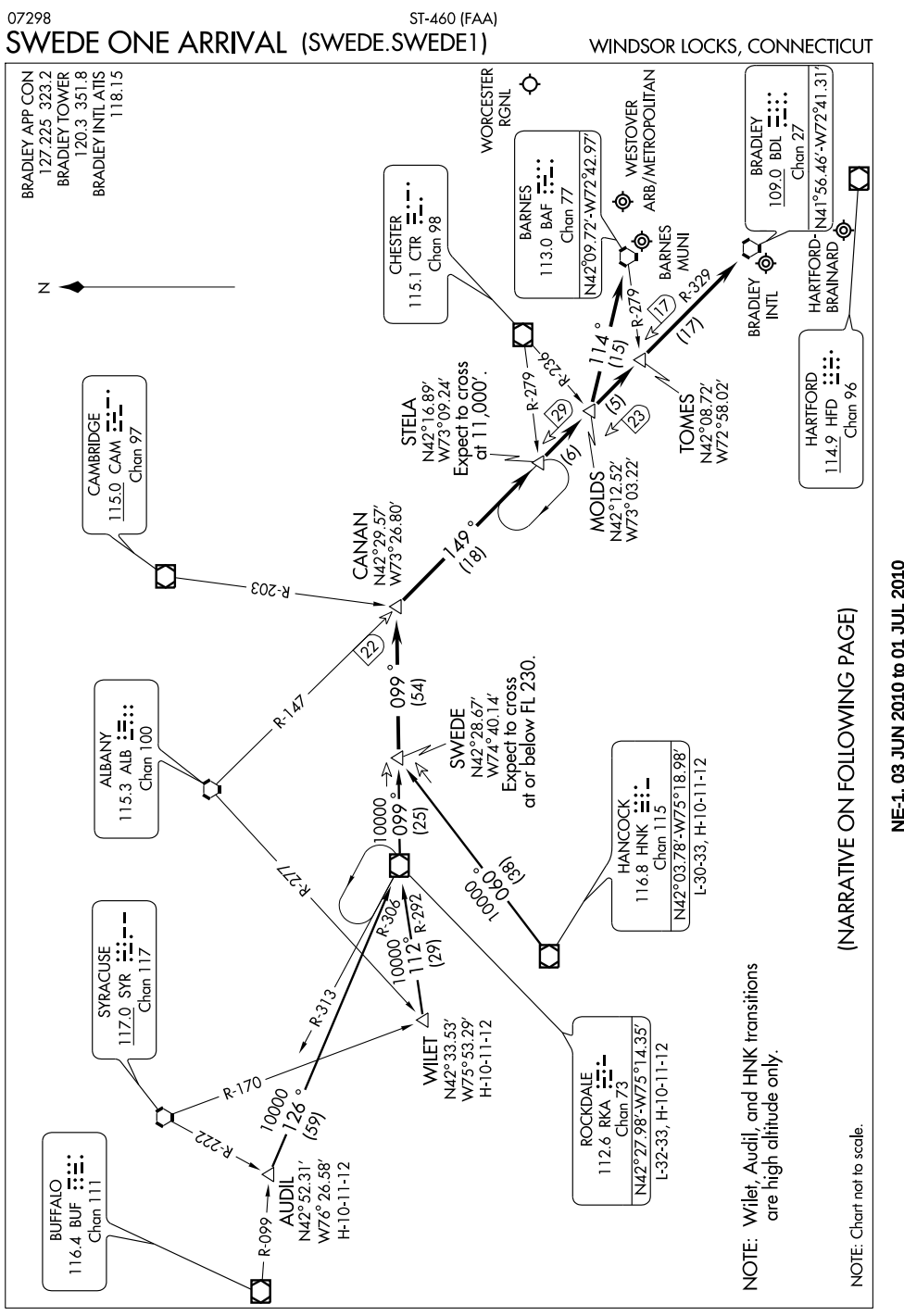
NOTE: Procedure not authorized when tower closed.

Vertical Guidance
Navaid and Angle:
RWY 2 PAPI 4.00°

| | 1 NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|

# SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT



# SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT

## ARRIVAL DESCRIPTION

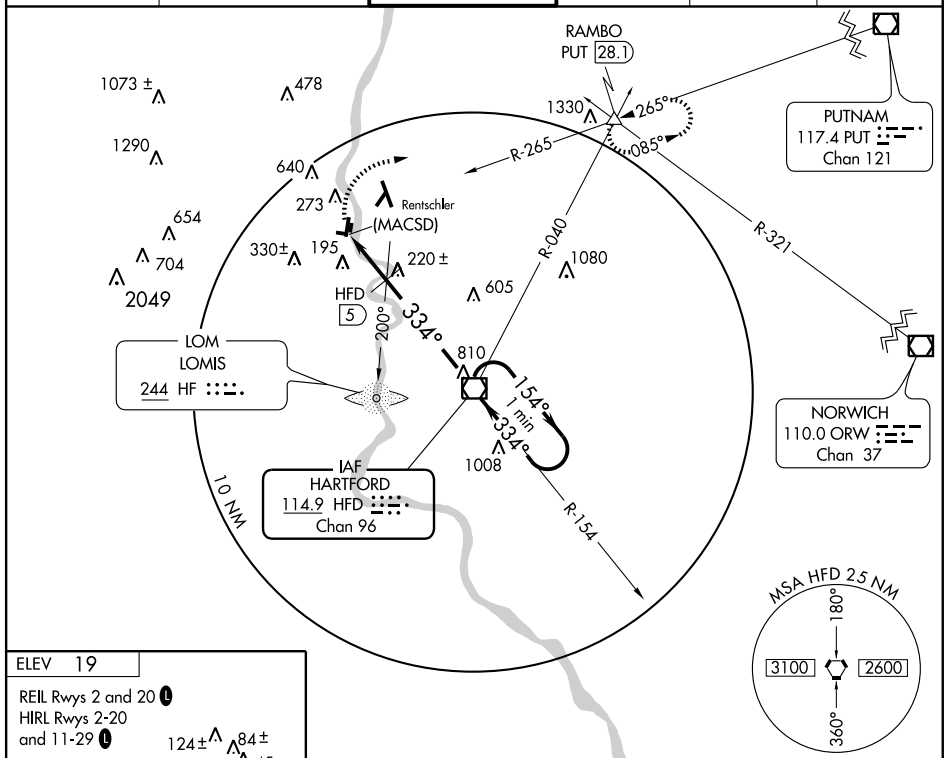
AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .
HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .
ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .
WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .
ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.
ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

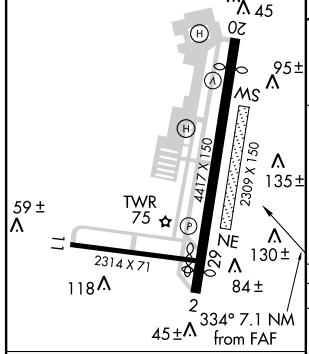
| VOR/DME HFD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.9 | 334° | TDZE | N/A |
| Chan 96 | | Apt Elev | 19 |

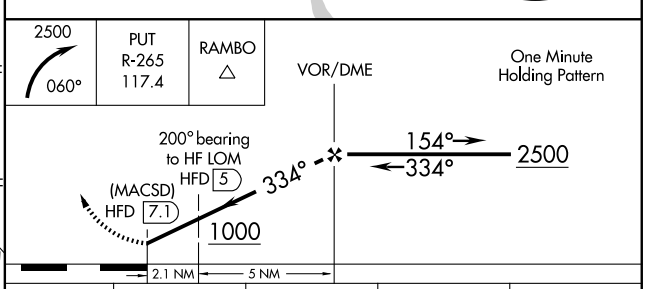
# VOR or GPS-A
## HARTFORD-BRAINARD (HFD)

MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO Int and hold.

| ATIS | BRADLEY APP CON | BRAINARD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.45 | 127.8 269.325 | 119.6 (CTAF) L 248.2 | 121.6 | 121.6 | 122.95 |




| FAF to MAP 7.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:06 | 4:44 | 3:33 | 2:50 | 2:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1¼ 981 (1000-1¼) | 1000-1½ 981 (1000-1½) | 1000-3 981 (1000-3) | |

LOM or DME MINIMUMS

| | | | | |
|---|---|---|---|---|
| CIRCLING | 580-1 561 (600-1) | 600-1 581 (600-1) | 940-2¾ 921 (1000-2¾) | 1000-3 981 (1000-3) |

NE-1. 03 JUN 2010 to 01 JUL 2010

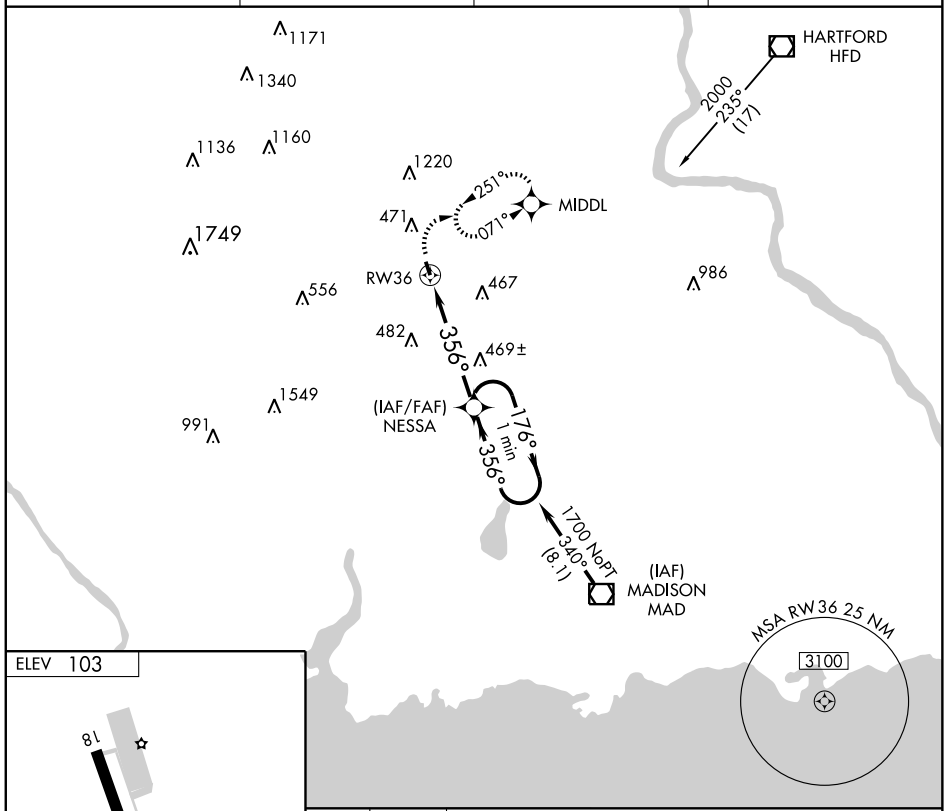
| APP CRS | Rwy ldg | 3100 |
|---|---|---|
| 356° | TDZE | 99 |
| | Apt Elev | 103 |

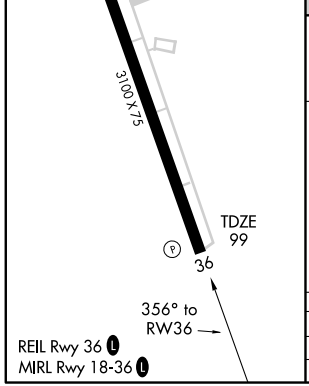
# GPS RWY 36
## MERIDEN MARKHAM MUNI (MMK)

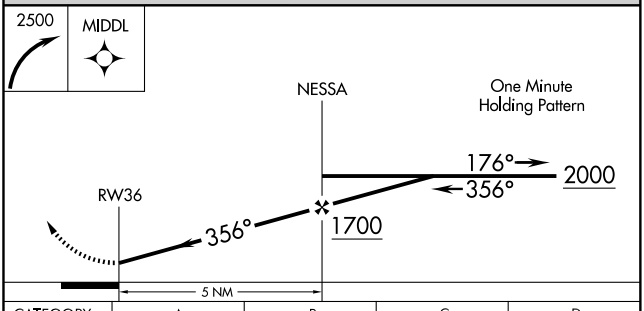
NA

MISSED APPROACH: Climbing right turn to 2500 direct MIDDL WP and hold.

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.925 | 127.8 269.325 | 120.65 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 720-1 621 (700-1) | | NA | |
| CIRCLING | 740-1 637 (700-1) | | NA | |

| VOR/DME MAD | APP CRS | Rwy ldg | 3100 |
|---|---|---|---|
| 110.4 | 345° | TDZE | 99 |
| Chan 41 | | Apt Elev | 103 |

# VOR RWY 36

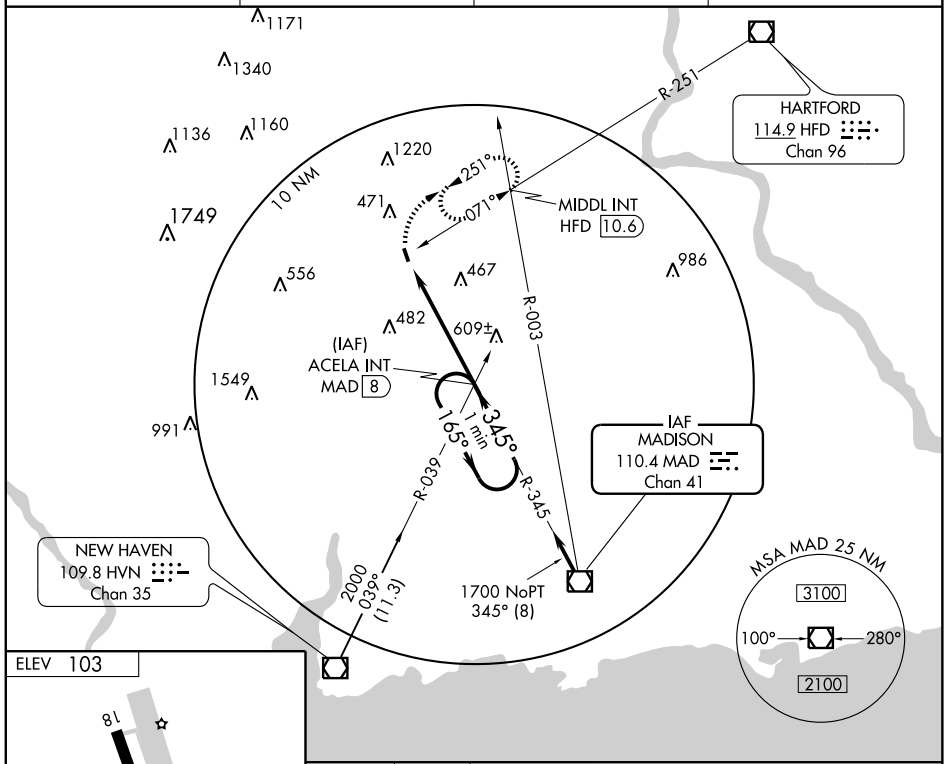
## MERIDEN MARKHAM MUNI (MMK)

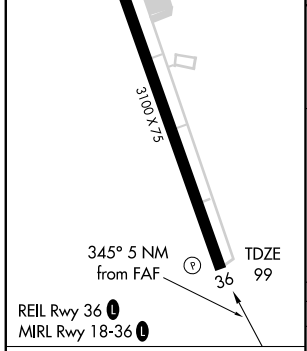
T

NA

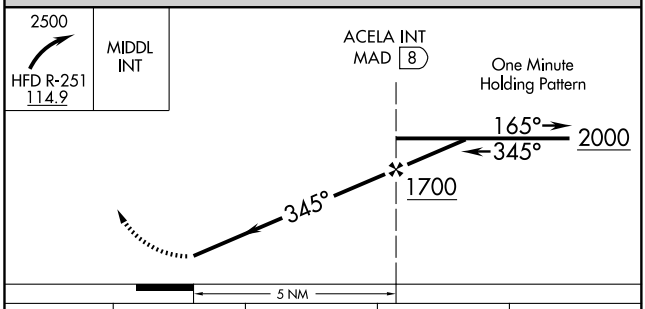
MISSED APPROACH: Climbing right turn to 2500 via HFD VOR/DME R-251 to MIDDL Int/HFD 10.6 DME and hold.

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.925 | 127.8 269.325 | 120.65 | 123.05 (CTAF) L |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 860-1<br>761 (800-1) | 860-1¼<br>761 (800-1¼) | NA | |
| CIRCLING | 860-1<br>757 (800-1) | 860-1¼<br>757 (800-1¼) | NA | |

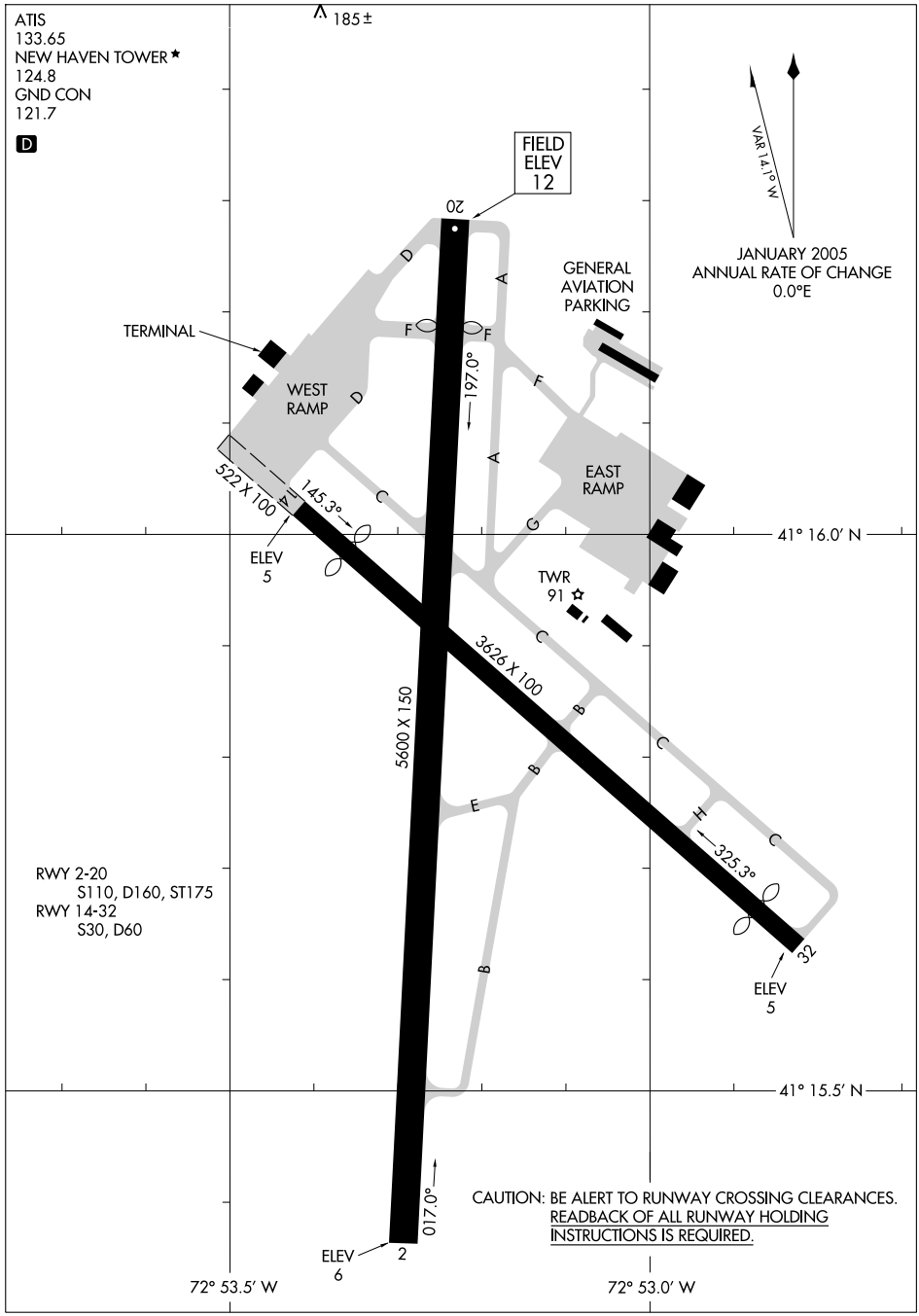
NE-1. 03 JUN 2010 to 01 JUL 2010

09183

# AIRPORT DIAGRAM

AL-671 (FAA)

NEW HAVEN/TWEED-NEW HAVEN (HVN)
NEW HAVEN, CONNECTICUT

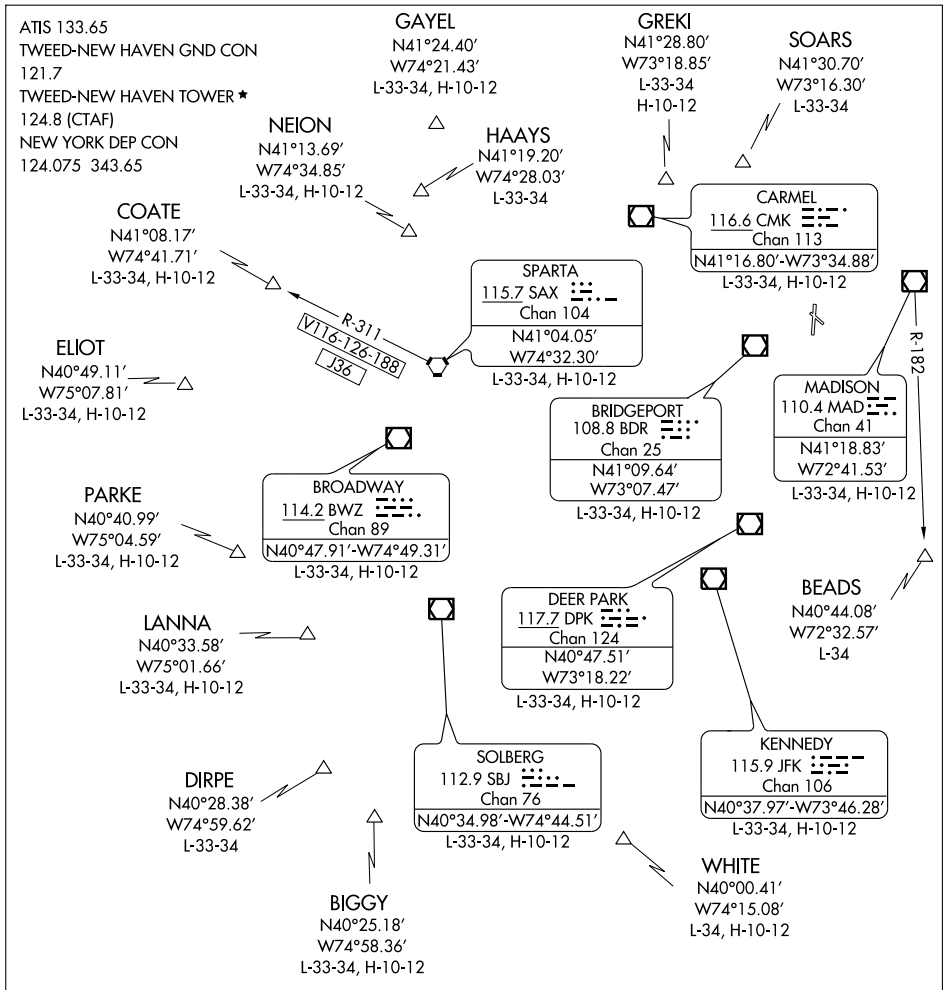



NE-1, 03 JUN 2010 to 01 JUL 2010

# BRIDGEHAVEN FIVE DEPARTURE

SL-671 (FAA)

NEW HAVEN, CONNECTICUT




NOTE: BEADS departures expect vectors to MAD R-182.
NOTE: COATE departures expect vectors to SAX/SAX R-311.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

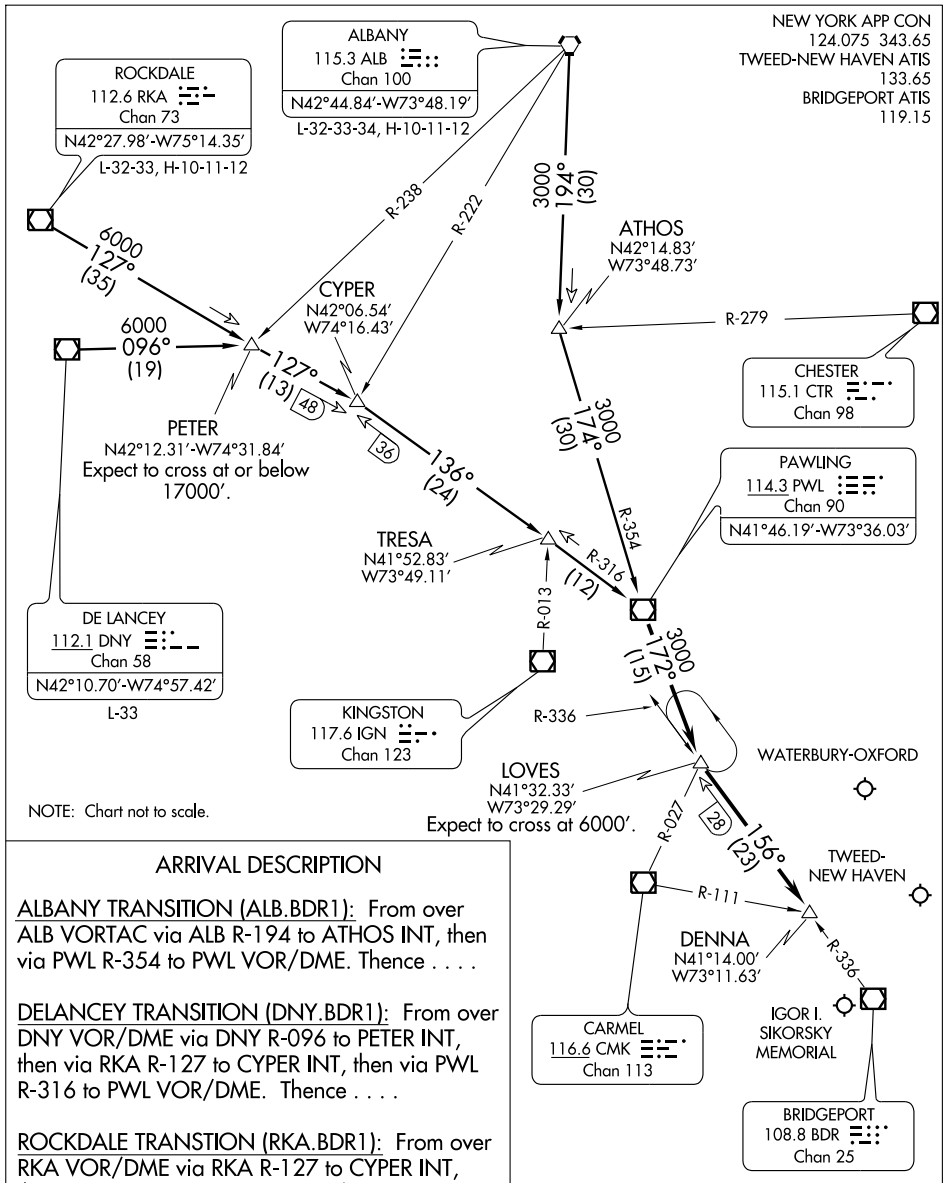
TAKE-OFF ALL RUNWAYS: Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

(PWL.BDR1) 10154

# BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT




NOTE: Chart not to scale.

NOTE: This procedure applicable to jet aircraft only.

## ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

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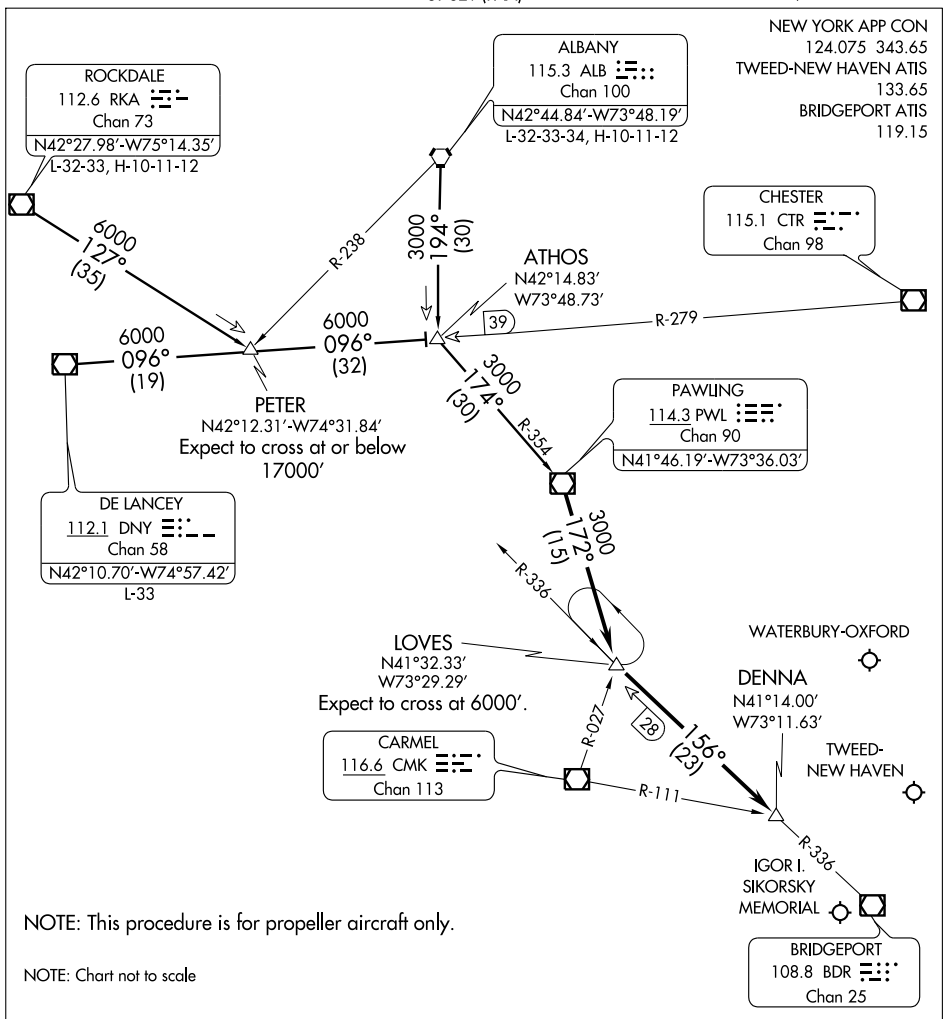
(DENNA.DENNA2) 08325

# DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT




NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

NEW HAVEN, CONNECTICUT

AL-671 (FAA)

# ILS or LOC RWY 2

## NEW HAVEN / TWEED-NEW HAVEN (HVN)

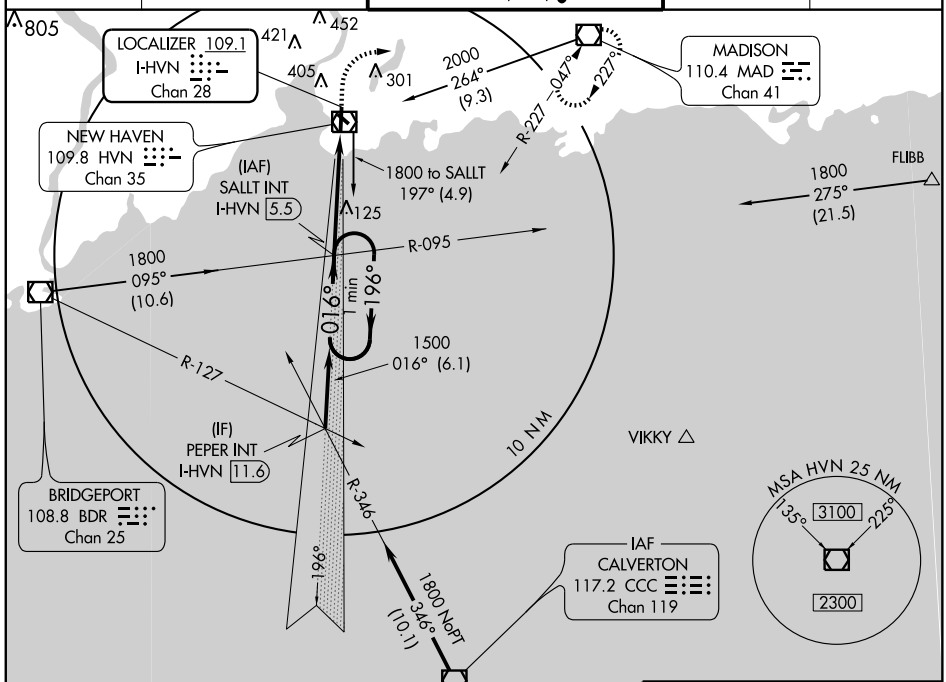
| LOC/DME I-HVN | APP CRS | Rwy ldg | 5600 |
|---|---|---|---|
| 109.1 | 016° | TDZE | 6 |
| Chan 28 | | Apt Elev | 12 |

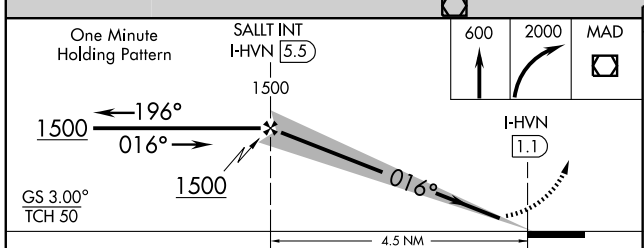
When local altimeter setting not received, use Islip altimeter setting.
Inoperative table does not apply.

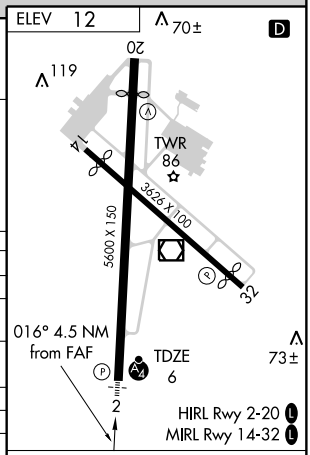
MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

| ATIS | NEW YORK APP CON | | TWEED-NEW HAVEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 133.65 | 124.075 | 343.65 | 124.8 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 297/50 291 (300-1) | | | |
| S-LOC 2 | 400/50 394 (400-1) | | | 400/60 394 (400-1¼) |
| CIRCLING | 720 - 1 708 (800-1) | | 720 - 2 708 (800-2) | 720 - 2¼ 708 (800-2¼) |
| ISLIP ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 2 | 378/60 372 (400-1¼) | | | |
| S-LOC 2 | 480/50 474 (500-1) | | 480/60 474 (500-1¼) | 480-1½ 474 (500-1½) |
| CIRCLING | 800 - 1¼ 788 (800-1¼) | | 800 - 2¼ 788 (800-2¼) | 800 - 2½ 788 (800-2½) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

NE-1. 03 JUN 2010 to 01 JUL 2010

NEW HAVEN, CONNECTICUT

AL-671 (FAA)

| WAAS CH 86999 W02A | APP CRS 016° | Rwy ldg 5600<br>TDZE 6<br>Apt Elev 12 |
|---|---|---|

# RNAV (GPS) RWY 2

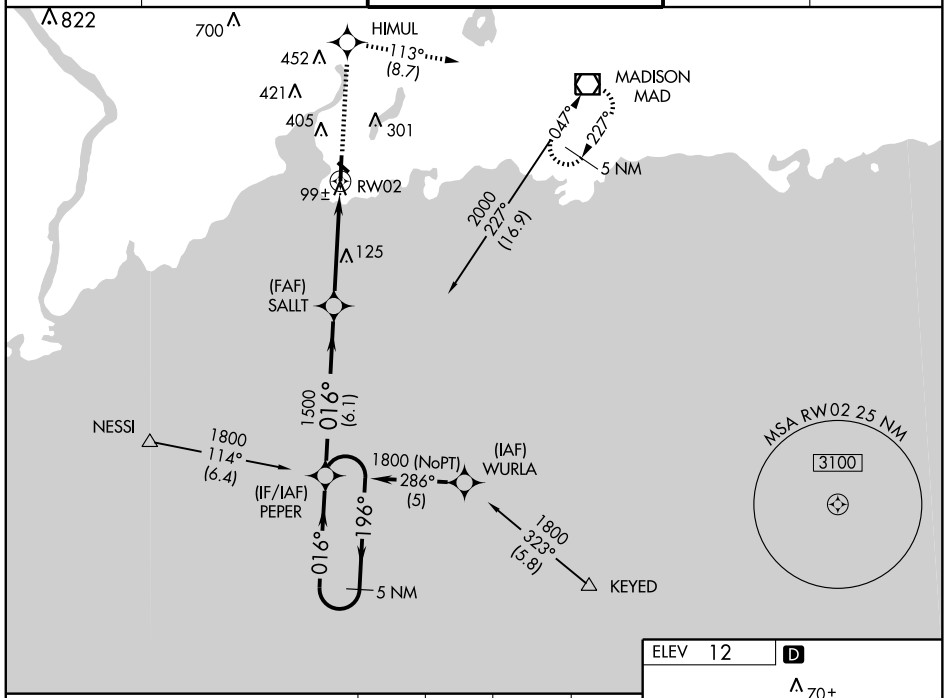
## NEW HAVEN / TWEED-NEW HAVEN (HVN)

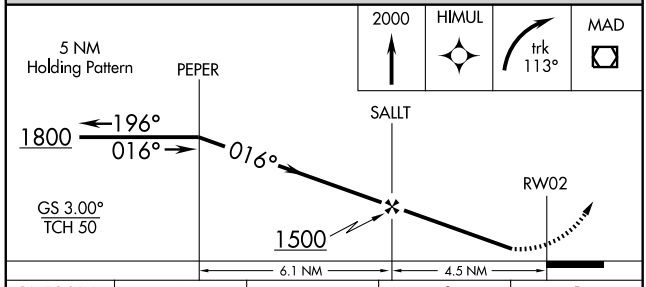
When local altimeter setting not received, use Islip altimeter setting and increase all DAs to 405 feet and all MDAs 100 feet.
Baro-VNAV NA when using Islip altimeter setting.
Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply. Procedure NA at night. DME/DME RNP -0.3 NA.

MALSF

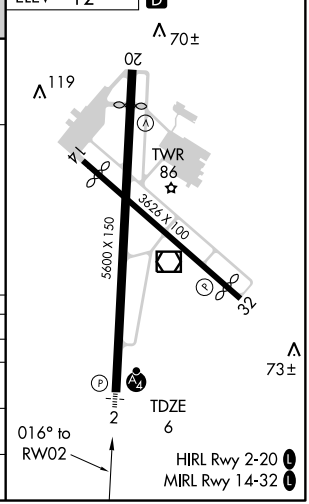
MISSED APPROACH: Climb to 2000 direct HIMUL and right turn via 113° track to MAD VOR/DME and hold.

| ATIS | NEW YORK APP CON | TWEED-NEW HAVEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.65 | 124.075 343.65 | 124.8 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 324/50 318 (400-1) | | | |
| LNAV/VNAV DA | 364/60 358 (400-1¼) | | | |
| LNAV MDA | 460/50 454 (500-1) | | 460/60 454 (500-1¼) | 460-1½ 454 (500-1½) |
| CIRCLING | 720 - 1¼ 708 (800-1¼) | | 720 - 2 708 (800-2) | 720 - 2¼ 708 (800-2¼) |




NE-1. 03 JUN 2010 to 01 JUL 2010

NEW HAVEN, CONNECTICUT

AL-671 (FAA)

| VOR/DME HVN | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 109.8 | 319° | TDZE | N/A |
| Chan 35 | | Apt Elev | 12 |

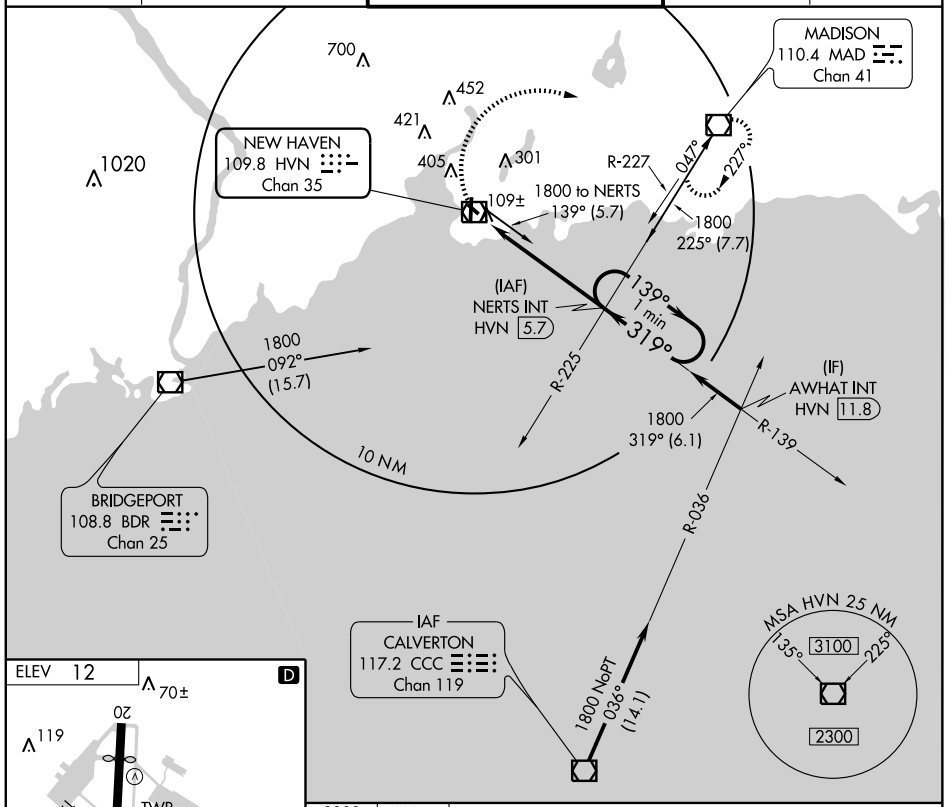
# VOR-A

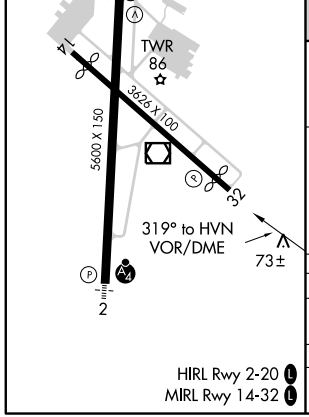
## NEW HAVEN / TWEED-NEW HAVEN (HVN)

When local altimeter setting not received, use Islip altimeter setting.

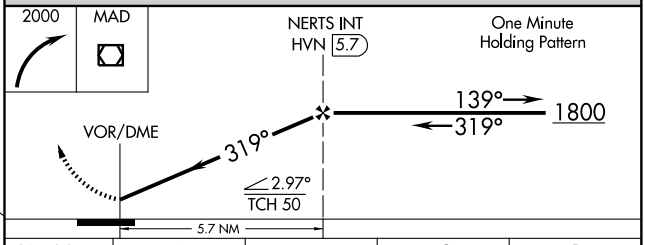
MISSED APPROACH: Climbing right turn to 2000 direct MAD VOR/DME and hold.

| ATIS | NEW YORK APP CON | TWEED-NEW HAVEN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.65 | 124.075 343.65 | 124.8 (CTAF) L | 121.7 | 122.95 |




HIRL Rwy 2-20 L
MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720 - 1<br>708 (800-1) | | 720 - 2<br>708 (800-2) | 720 - 2¼<br>708 (800-2¼) |
| ISLIP ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 800 - 1<br>788 (800-1) | 800 - 1¼<br>788 (800-1¼) | 800 - 2¼<br>788 (800-2¼) | 800 - 2½<br>788 (800-2½) |

NE-1. 03 JUN 2010 to 01 JUL 2010

NEW HAVEN, CONNECTICUT

AL-671 (FAA)

| VOR/DME HVN 109.8 Chan 35 | APP CRS 025° | Rwy ldg 5600 TDZE 6 Apt Elev 12 |
|---|---|---|

# VOR RWY 2

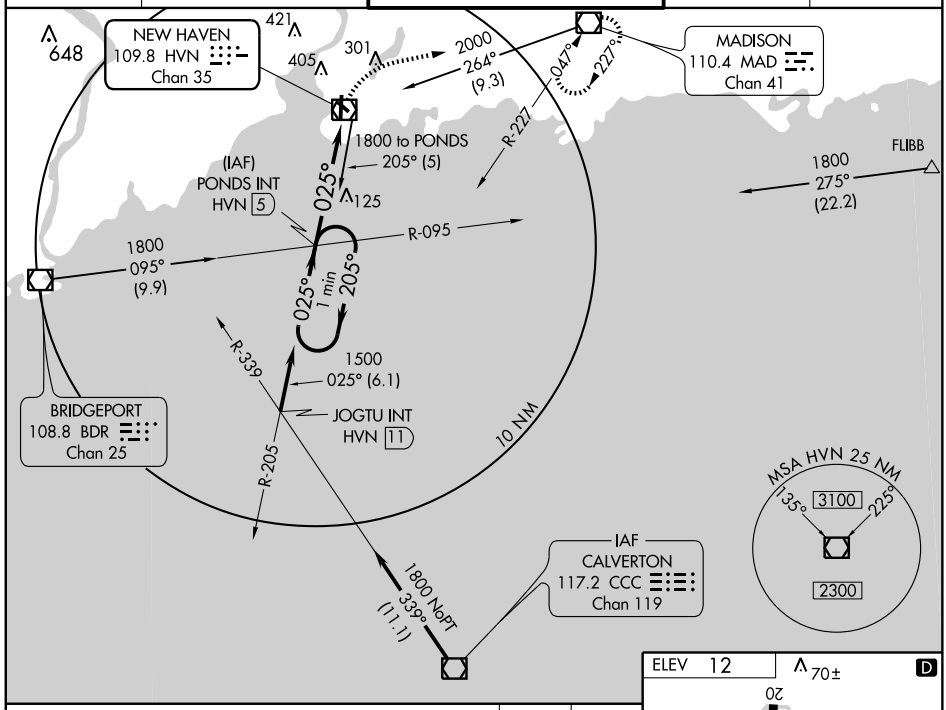
## NEW HAVEN / TWEED-NEW HAVEN (HVN)

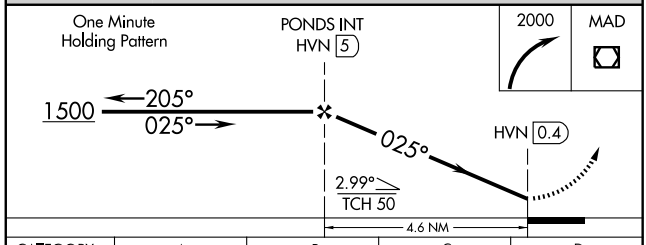
Inoperative table does not apply. When local altimeter setting not received, use Islip altimeter setting.

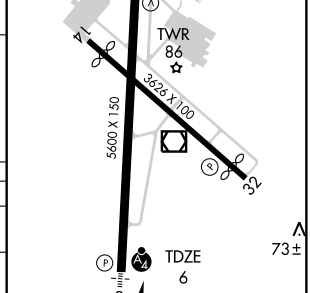
MALSF

MISSED APPROACH: Climbing right turn to 2000 direct MAD VOR/DME and hold

| ATIS | NEW YORK APP CON | TWEED-NEW HAVEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.65 | 124.075 343.65 | 124.8 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 420/50 414 (500-1) | | 420/60 414 (500-1¼) | |
| CIRCLING | 720 - 1 708 (800-1) | | 720 - 2 708 (800-2) | 720 - 2¼ 708 (800-2¼) |
| ISLIP ALTIMETER SETTING MINIMUMS | | | | |
| S-2 | 500/50 494 (500-1) | | 500/60 494 (500-1¼) | 500 - 1½ 494 (500-1½) |
| CIRCLING | 800 - 1 788 (800-1) | 800 - 1¼ 788 (800-1¼) | 800 - 2¼ 788 (800-2¼) | 800 - 2½ 788 (800-2½) |

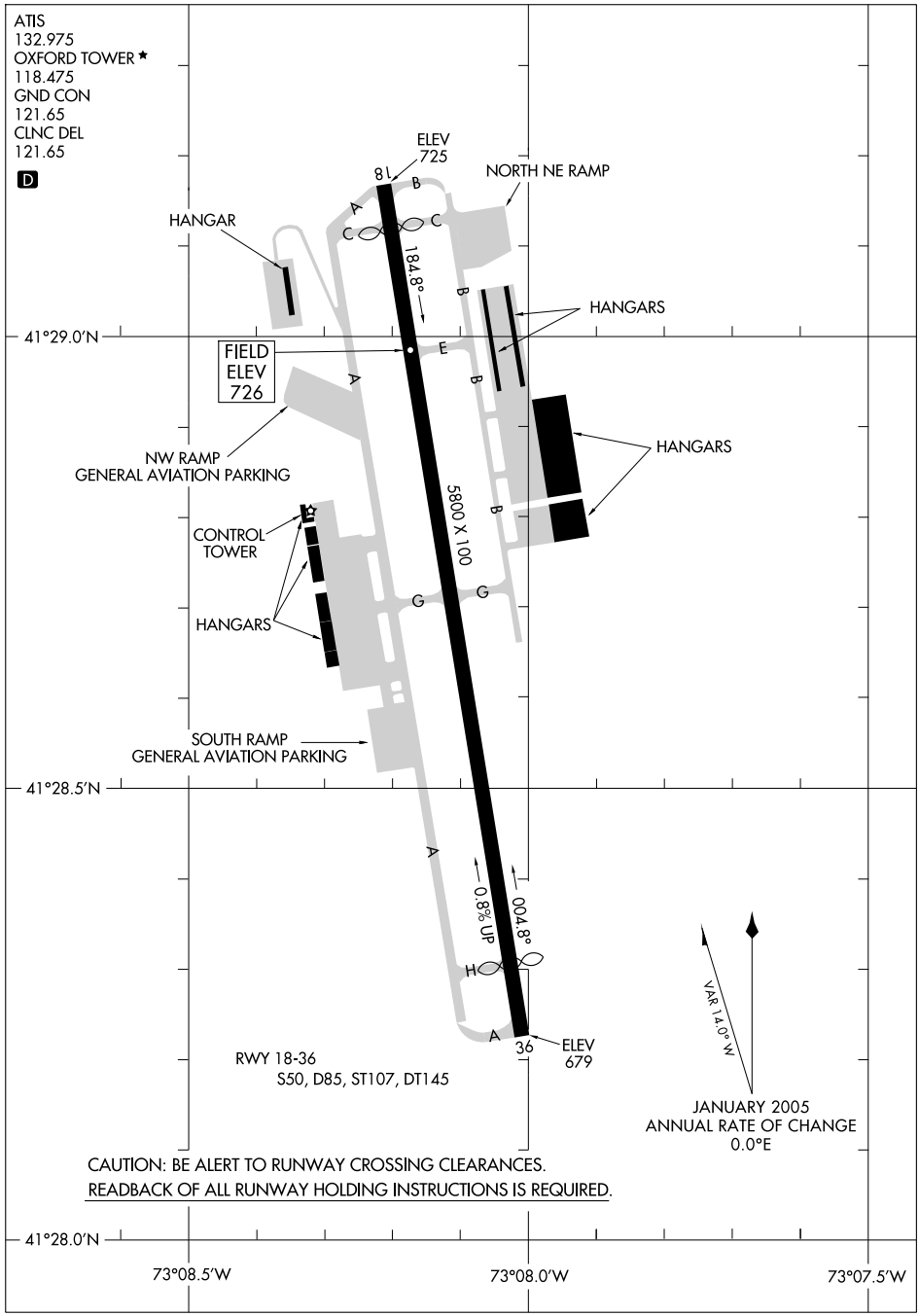
| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

NE-1. 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

AL-5785 (FAA)

OXFORD/ WATERBURY-OXFORD (OXC)
OXFORD, CONNECTICUT

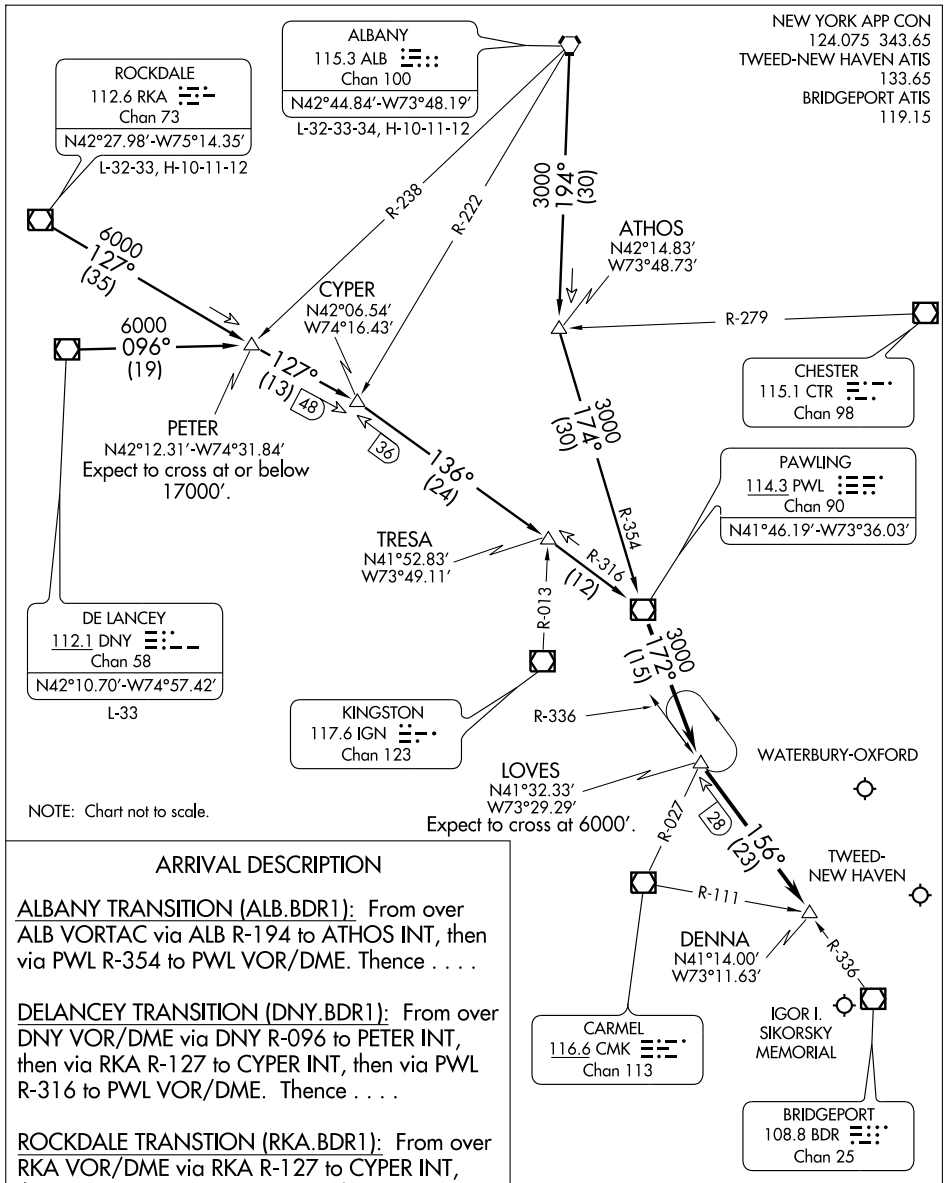


(PWL.BDR1) 10154

# BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT




NOTE: Chart not to scale.

NOTE: This procedure applicable to jet aircraft only.

## ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

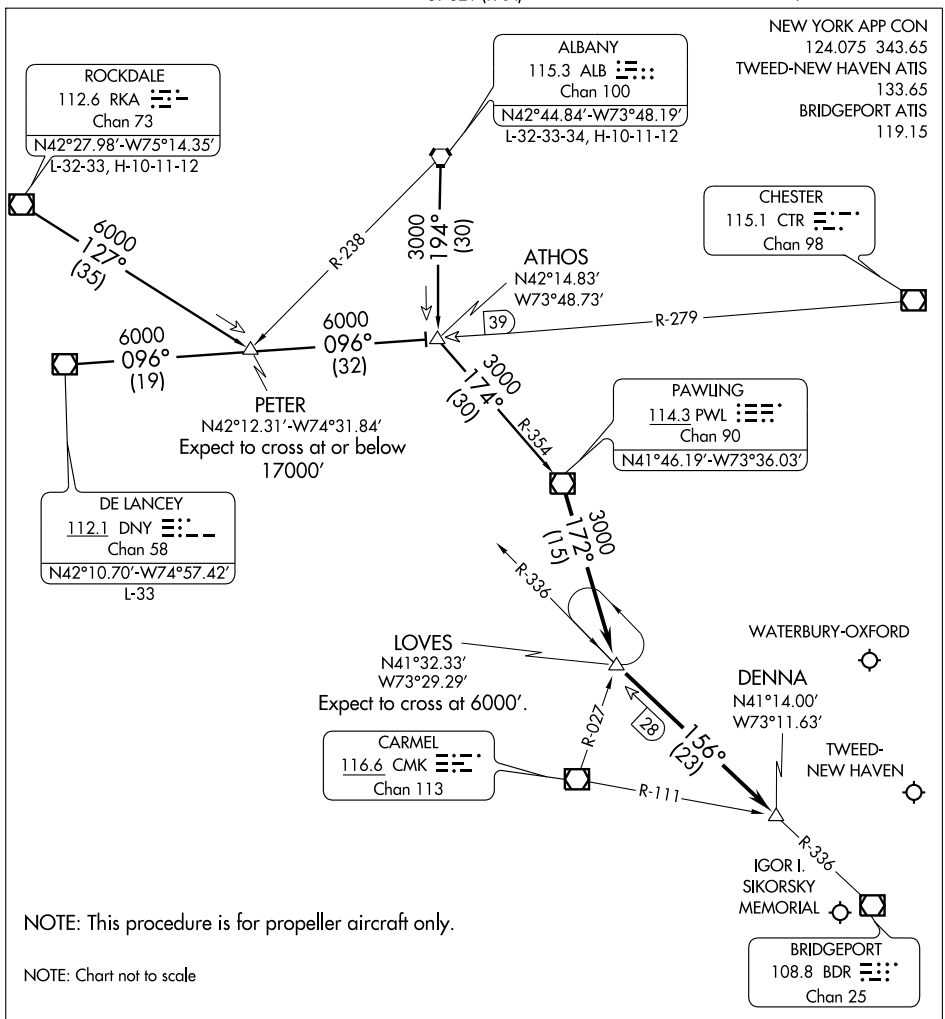
NE-1, 03 JUN 2010 to 01 JUL 2010

(DENNA.DENNA2) 08325

# DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT




NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

| LOC/DME I-OXC | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 109.55 | 005° | TDZE | 721 |
| Chan 32 (Y) | | Apt Elev | 726 |

# ILS or LOC RWY 36

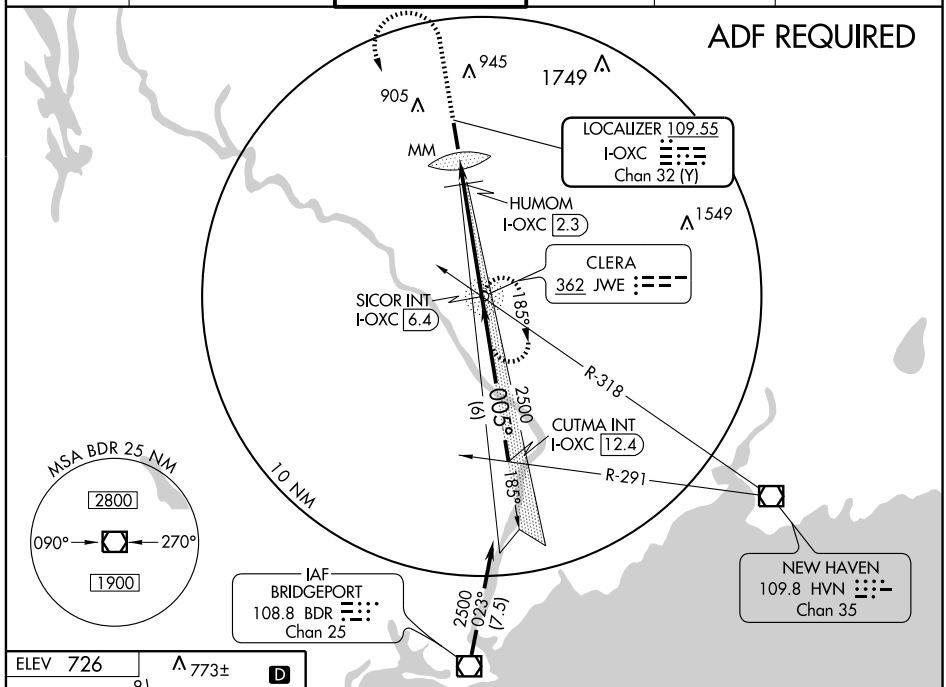
## OXFORD / WATERBURY-OXFORD (OXC)

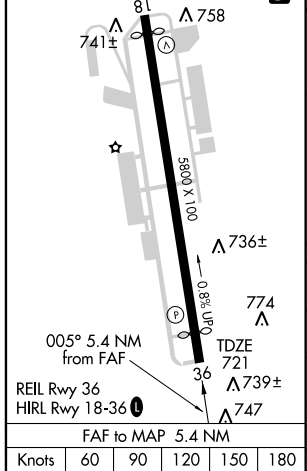
T

A NA

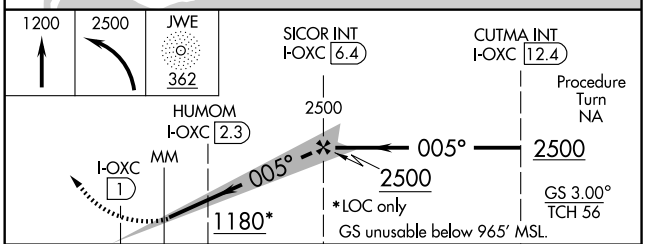
MISSED APPROACH: Climb to 1200, then climbing left turn to 2500 direct CLERA NDB and hold.

| ATIS | NEW YORK APP CON | OXFORD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.975 | 124.075 343.65 | 118.475 (CTAF) L | 121.65 | 121.65 | 122.7 |




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 971-1 250 (300-1) | | | |
| S-LOC 36 | 1180-1 459 (500-1) | | 1180-1¼ 459 (500-1¼) | 1180-1½ 459 (500-1½) |
| CIRCLING | 1280-1 554 (600-1) | | 1280-1½ 554 (600-1½) | 1320-2 594 (600-2) |
| HUMOM FIX MINIMUMS | | | | |
| S-LOC 36 | 1040-1 319 (400-1) | | | |
| CIRCLING | 1280-1 554 (600-1) | | 1280-1½ 554 (600-1½) | 1320-2 594 (600-2) |

NE-1. 03 JUN 2010 to 01 JUL 2010

| WAAS CH 42901 W18A | APP CRS 185° | Rwy ldg 5000<br>TDZE 726<br>Apt Elev 726 |
|---|---|---|

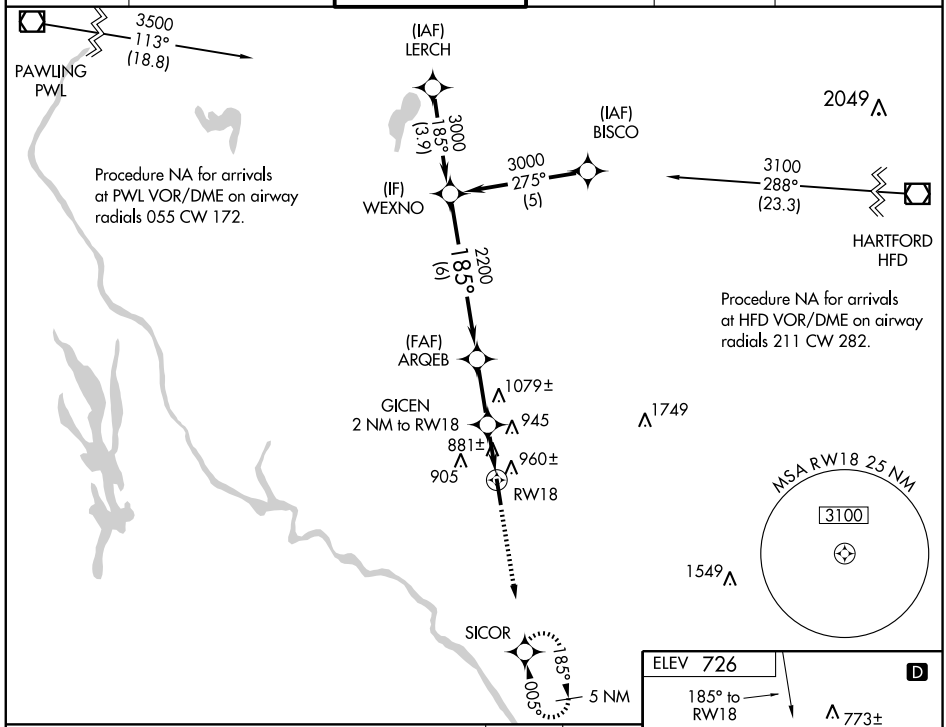
# RNAV (GPS) RWY 18

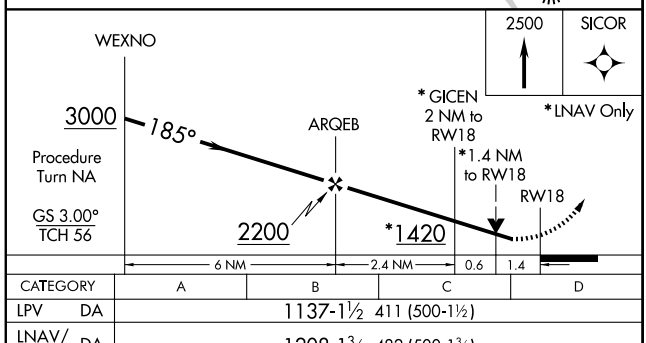
## OXFORD / WATERBURY-OXFORD (OXC)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Danbury altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). VDP and Baro-VNAV NA with Danbury altimeter setting. Visibility reduction by helicopters NA.

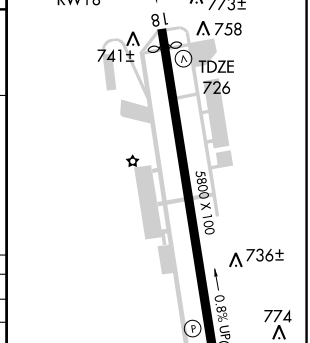
MISSED APPROACH: Climb to 2500 direct SICOR and hold.

| ATIS | NEW YORK APP CON | OXFORD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.975 | 124.075 343.65 | 118.475 (CTAF) L | 121.65 | 121.65 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1137-1½ 411 (500-1½) | | | |
| LNAV/VNAV DA | 1208-1¾ 482 (500-1¾) | | | |
| LNAV MDA | 1220-1 494 (500-1) | | 1220-1¼ 494 (500-1¼) | 1220-1½ 494 (500-1½) |
| CIRCLING | 1280-1¾ 554 (600-1¾) | | | 1320-2 594 (600-2) |




NE-1. 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 005° | TDZE | 721 |
| | Apt Elev | 726 |

# RNAV (GPS) RWY 36

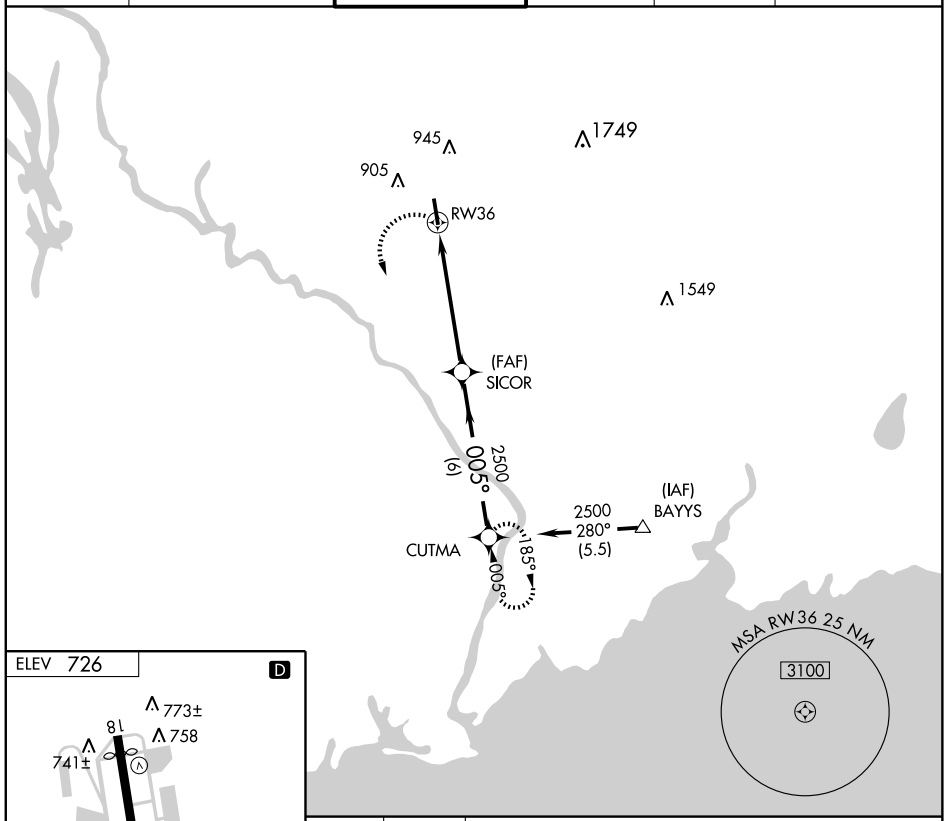
## OXFORD / WATERBURY-OXFORD (OXC)

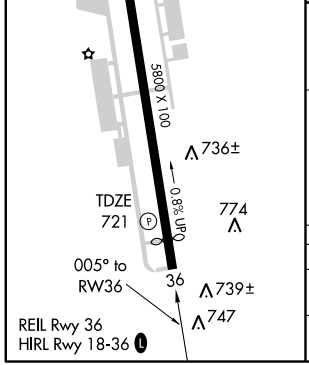
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

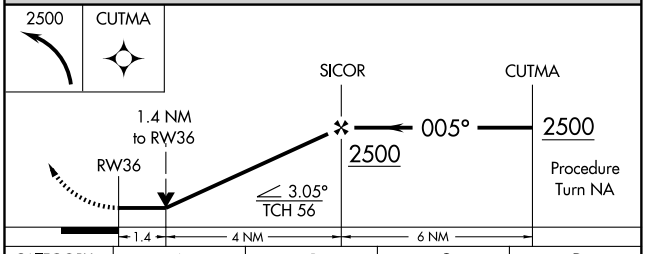
NA

MISSED APPROACH: Climbing left turn to 2500 direct CUTMA WP and hold.

| ATIS | NEW YORK APP CON | OXFORD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.975 | 124.075 343.65 | 118.475 (CTAF) L | 121.65 | 121.65 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 479 (500-1) | | 1200-1¼ 479 (500-1¼) | 1200-1½ 479 (500-1½) |
| CIRCLING | 1280-1¼ 554 (600-1¼) | | 1280-1½ 554 (600-1½) | 1320-2 594 (600-2) |

NE-1. 03 JUN 2010 to 01 JUL 2010

# LOC RWY 27

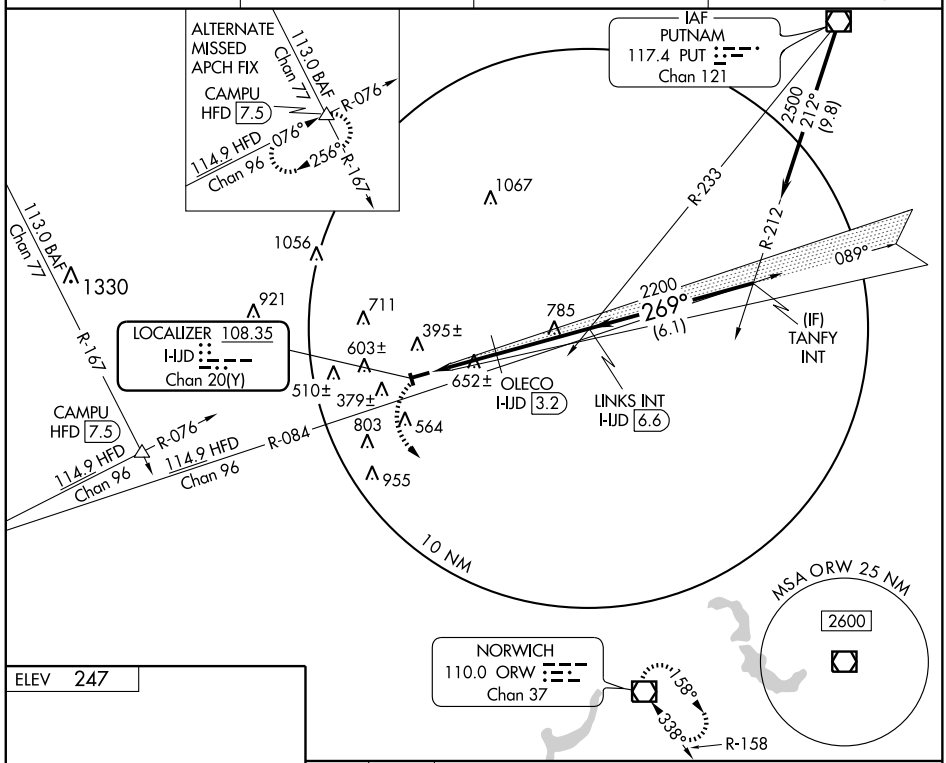
## WILLIMANTIC/ WINDHAM (IJD)

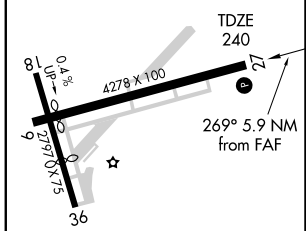
| LOC/DME I-IJD 108.35 Chan 20 (Y) | APP CRS 269° | Rwy ldg 4278 TDZE 240 Apt Elev 247 |
|---|---|---|

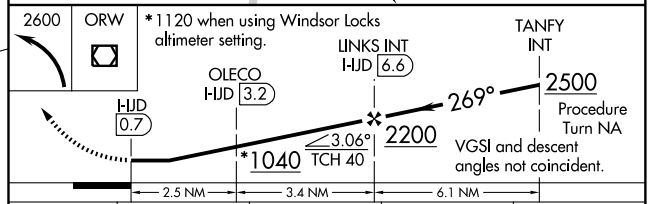
Visibility reduction by helicopters NA. When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDA 80 feet and increase S-27 Cat C, Circling Cat C, OLECO Fix Minimums S-27 Cat B and C, and Circling Cat B and C visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.675 | 127.8 269.325 | 128.6 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1040-1 800 (800-1) | 1040-1¼ 800 (800-1¼) | 1040-2¼ 800 (800-2¼) | NA |
| CIRCLING | 1040-1 793 (800-1) | 1040-1¼ 793 (800-1¼) | 1040-2¼ 793 (800-2¼) | NA |
| OLECO FIX MINIMUMS | | | | |
| S-27 | 920-1 680 (700-1) | | 920-2 680 (700-2) | NA |
| CIRCLING | 920-1 673 (700-1) | | 960-2 713 (800-2) | NA |

REIL Rwy 27 L
MIRL Rwy 9-27 L

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

NE-1, 03 JUN 2010 to 01 JUL 2010

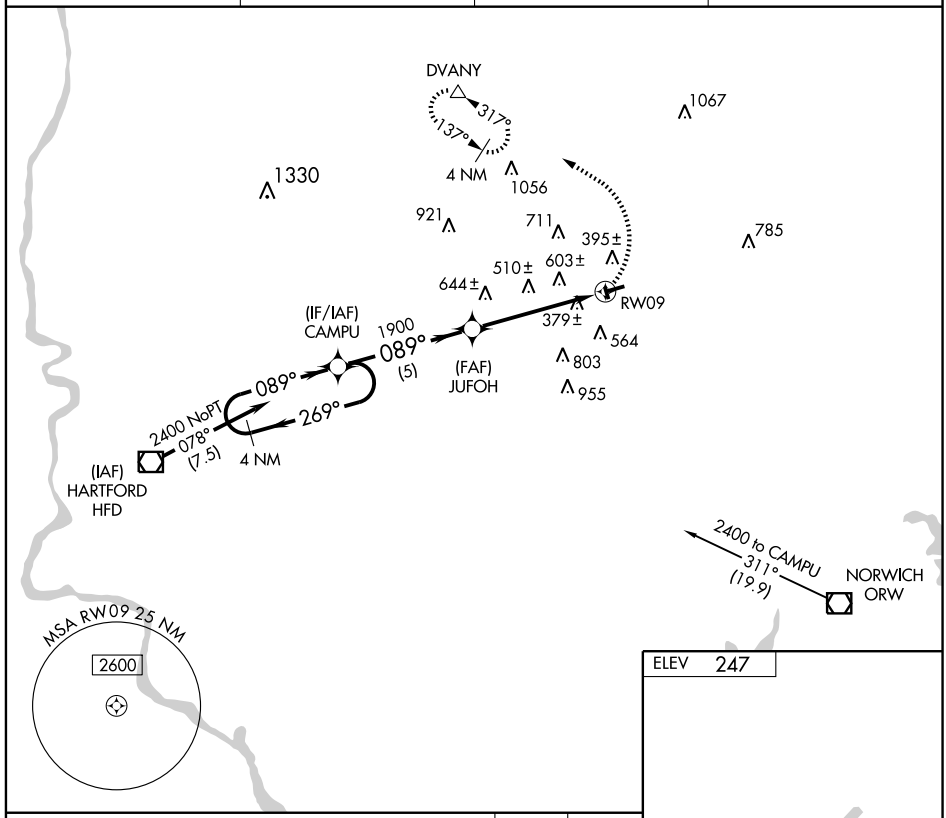
| APP CRS | Rwy ldg | 4017 |
|---|---|---|
| 089° | TDZE | 240 |
| | Apt Elev | 247 |

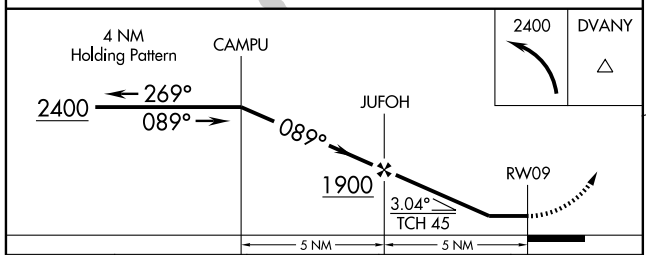
# RNAV (GPS) RWY 9

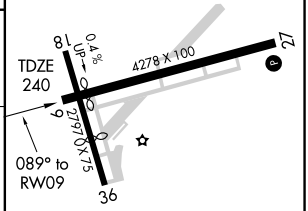
## WILLIMANTIC / WINDHAM (IJD)

| | |
|---|---|
| NA | GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. |
| | MISSED APPROACH: Climbing left turn to 2400 direct DVANY WP and hold. |

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.675 | 127.8 269.325 | 128.6 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1 660 (700-1) | | 900-1¾ 660 (700-1¾) | NA |
| CIRCLING | 920-1 673 (700-1) | | 960-2 713 (800-2) | NA |

REIL Rwy 27 L
MIRL Rwy 9-27 L

NE-1. 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 4278 |
|---|---|---|
| 270° | TDZE | 240 |
| | Apt Elev | 247 |

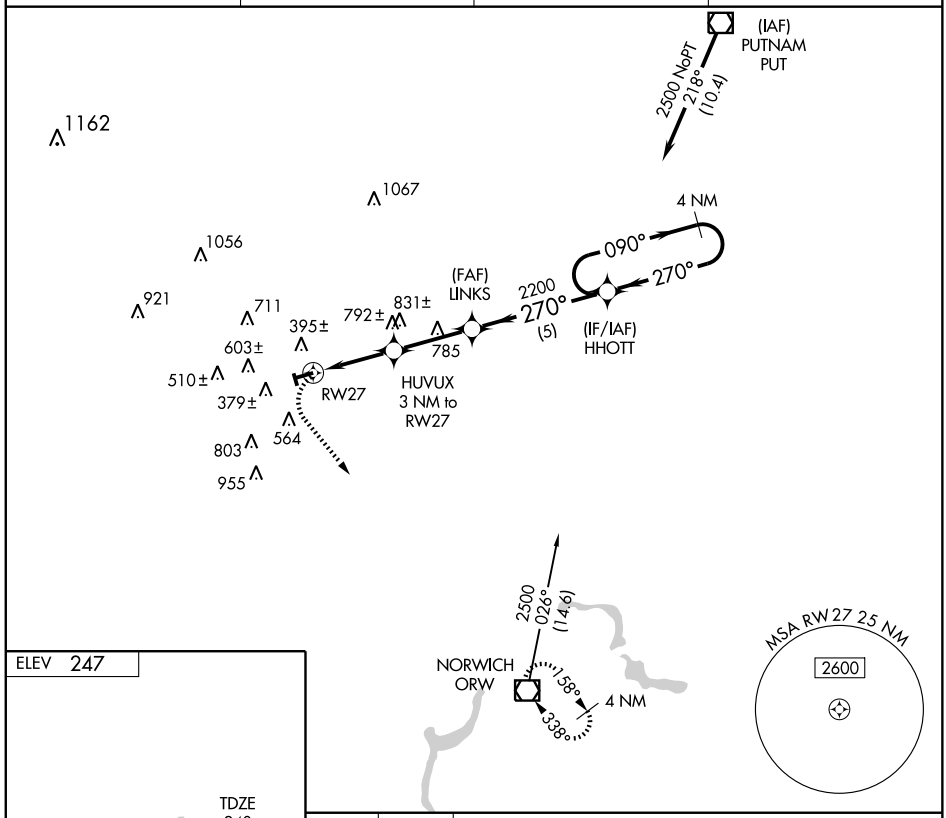
# RNAV (GPS) RWY 27
## WILLIMANTIC / WINDHAM (IJD)

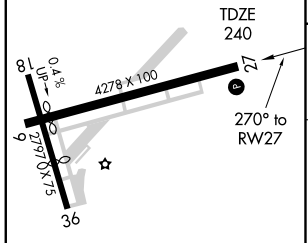
T
A NA

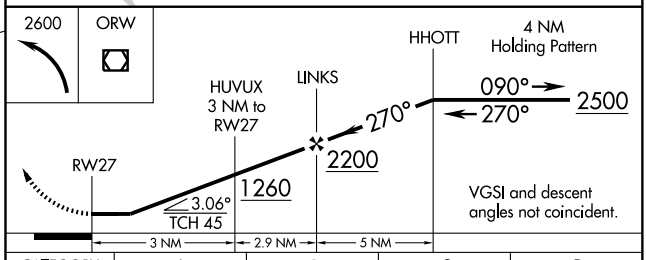
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.675 | 127.8 269.325 | 128.6 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 720 (800-1) | | 960-2 720 (800-2) | NA |
| CIRCLING | 960-1 713 (800-1) | | 960-2 713 (800-2) | NA |

REIL Rwy 27 L
MIRL Rwy 9-27 L

NE-1. 03 JUN 2010 to 01 JUL 2010

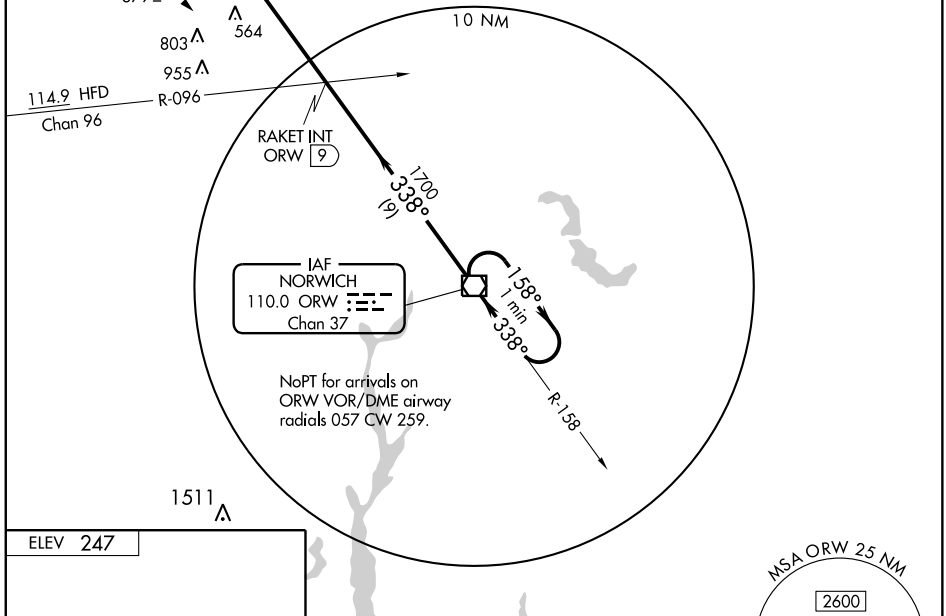
| VOR/DME ORW | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 110.0 | 338° | TDZE | N/A |
| Chan 37 | | Apt Elev | 247 |

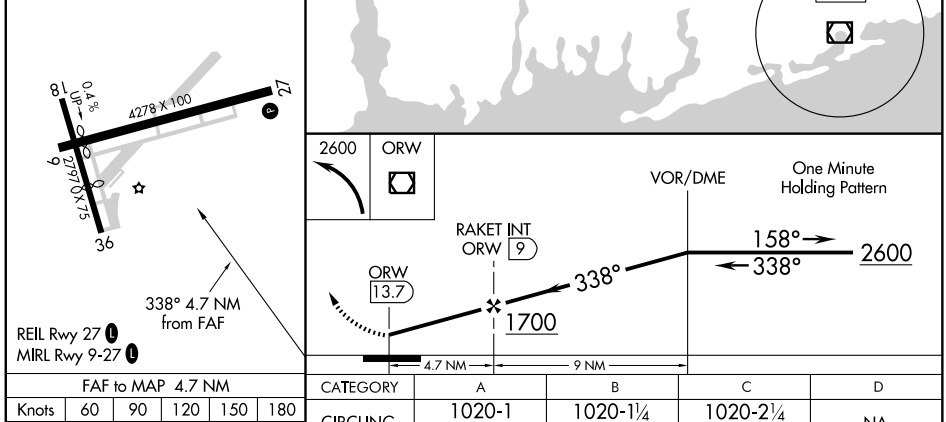
# VOR-A

## WILLIMANTIC/ WINDHAM (IJD)

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.675 | 127.8 269.325 | 128.6 | 122.975 (CTAF) L |




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

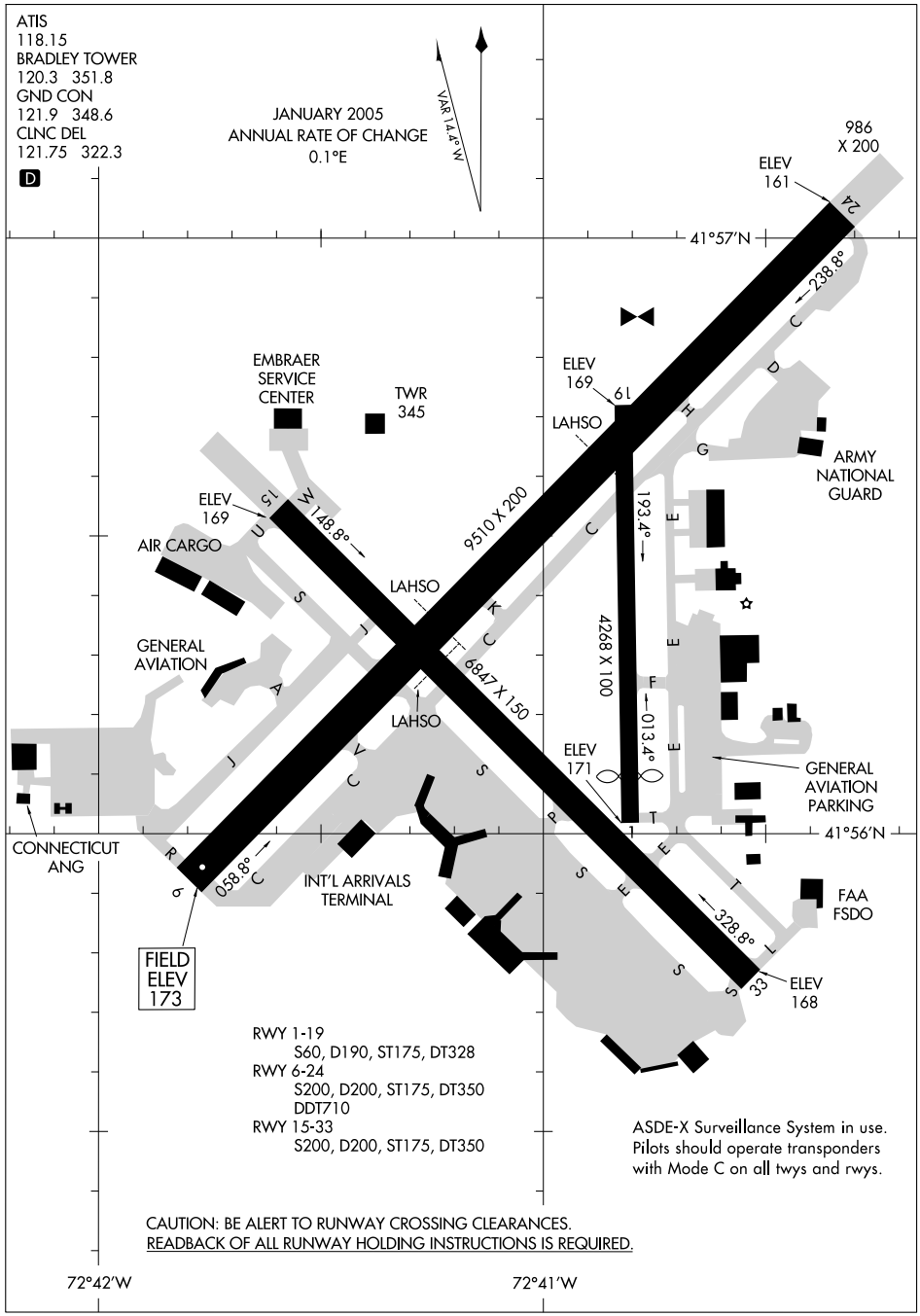
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1020-1<br>773 (800-1) | 1020-1¼<br>773 (800-1¼) | 1020-2¼<br>773 (800-2¼) | NA |

NE-1. 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

AL-460 (FAA)

WINDSOR LOCKS / BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT

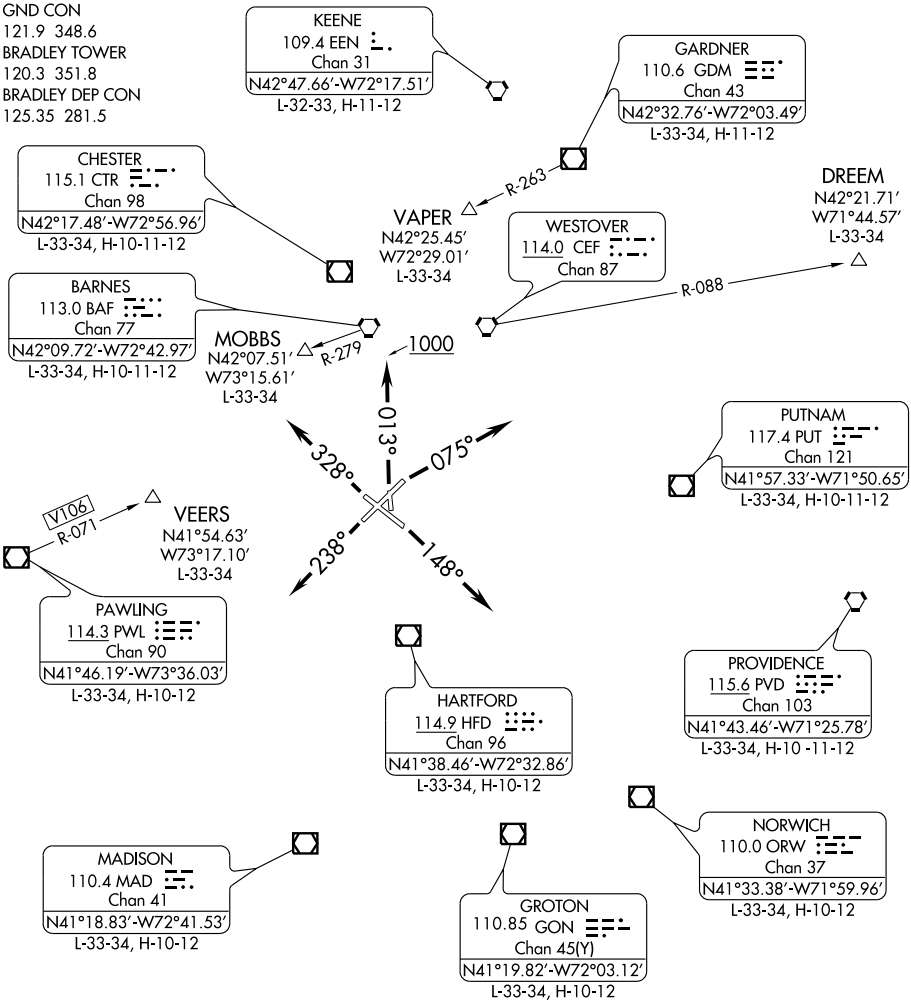



NE-1, 03 JUN 2010 to 01 JUL 2010

# BRADLEY EIGHT DEPARTURE

WINDSOR LOCKS/ BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT

ATIS 118.15
CLNC DEL
121.75 322.3
GND CON
121.9 348.6
BRADLEY TOWER
120.3 351.8
BRADLEY DEP CON
125.35 281.5




NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 19 NA.
Rwy 01, 06, 15, 24 STANDARD.
Rwy 33 STANDARD with a minimum climb of 326 feet per NM to 1000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGES)

# BRADLEY EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013° to 1000 or as assigned, thence . . . .
TAKE-OFF RUNWAY 6: Climb heading 075° or as assigned, thence . . . .
TAKE-OFF RUNWAY 15: Climb heading 148° or as assigned, thence . . . .
TAKE-OFF RUNWAY 24: Climb heading 238° or as assigned, thence . . . .
TAKE-OFF RUNWAY 33: Climb heading 328° or as assigned, thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Maintain 4000 or assigned altitude, expect clearance to requested altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 1: Vehicle on roadway 342′ from DER, 564′ left of centerline, 15′ AGL/184′ MSL. Trees beginning 441′ from DER, 493′ left of centerline, up to 100′ AGL/269′ MSL. Trees beginning 1844′ from DER, 45′ right of centerline, up to 100′ AGL/299′ MSL.

Rwy 6: Trees beginning 21′ from DER, 464′ left of centerline, up to 100′ AGL/249′ MSL. Trees beginning 1956′ from DER, 921′ right of centerline, up to 100′ AGL/239′ MSL.

Rwy 15: Vehicle on roadway 531′ from DER, 606′ left of centerline, up to 15′ AGL/186′ MSL. Trees beginning 2341′ from DER, 767′ left of centerline, up to 100′ AGL/244′ MSL. Vehicle on roadway 429′ from DER, 572′ right of centerline, up to 15′ AGL/184′ MSL. Tree 1520′ from DER, 786′ right of centerline, up to 100′ AGL/259′ MSL.

Rwy 24: Trees beginning 3066′ from DER, 599′ left of centerline, up to 100′ AGL/269′ MSL. OL on fence 1239′ DER, 784′ left of centerline, up to 45′ AGL/215′ MSL. Trees beginning 2345′ from DER, 489′ right of centerline, up to 100′ AGL/299′ MSL.

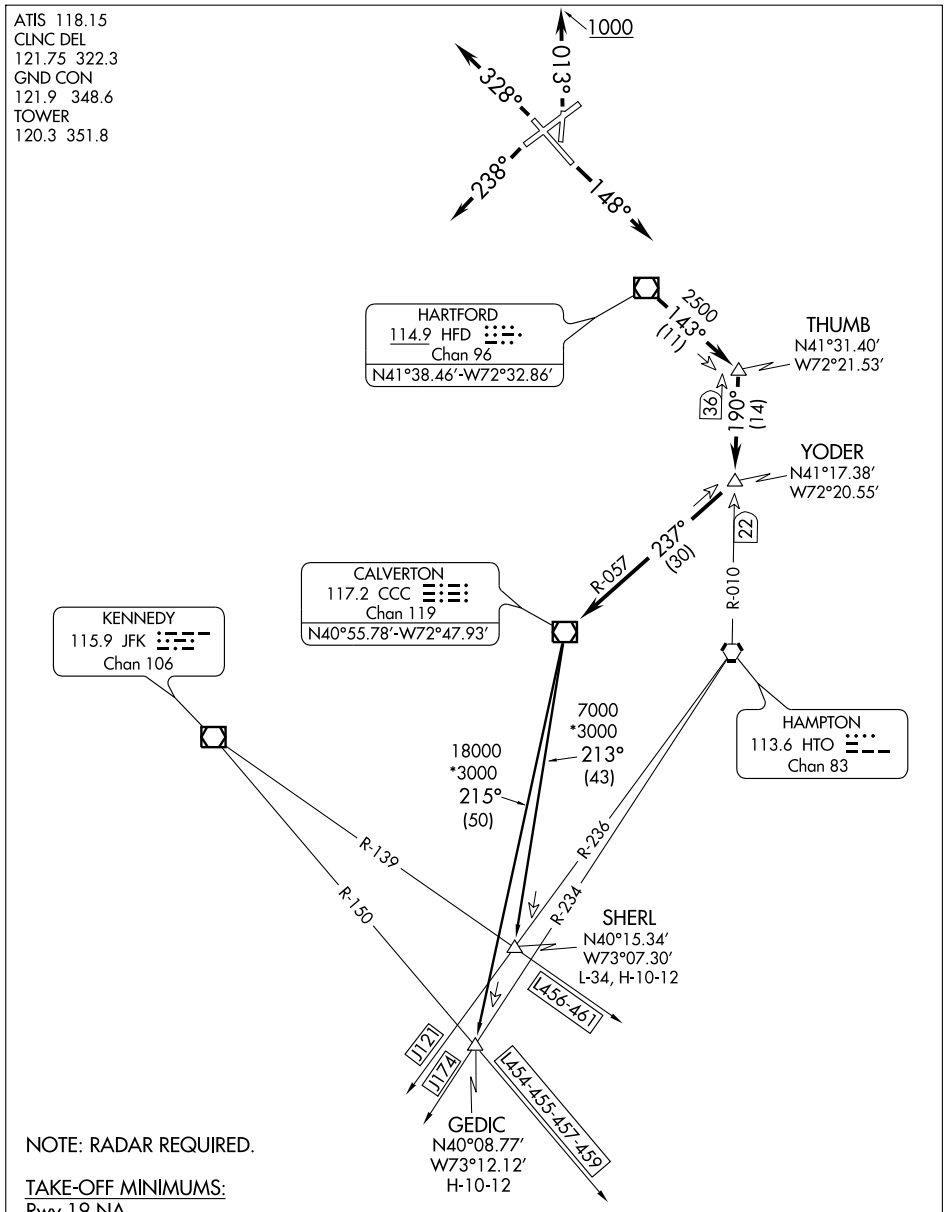
Rwy 33: Trees beginning 1590′ from DER, 275′ left of centerline, up to 100′ AGL/256′ MSL. Tower 2.4 NM from DER, 3534′ left of centerline, 104′ AGL/774′ MSL. Trees beginning 1618′ from DER, 264′ right of centerline, up to 100′ AGL/263′ MSL.

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: FOR APPROPRIATE DEPARTURE FREQUENCY, SEE GRAPHIC. USE FREQUENCY DEPICTED WITH SECTOR WHERE FIRST FIX/NAVAID FOR YOUR ROUTE IS LOCATED.

# COASTAL THREE DEPARTURE

ATIS 118.15
CLNC DEL
121.75 322.3
GND CON
121.9 348.6
TOWER
120.3 351.8




NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 19 NA.
Rwy 01, 06, 15, 24 STANDARD.
Rwy 33 STANDARD with minimum climb of 326 feet per NM to 1000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

T

## DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 1: Climb heading 013° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 6: Fly assigned heading for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 148° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 24: Climb heading 238° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 328° or as assigned for radar vectors to HFD VOR/DME, thence . . .
. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain 4000 or assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 1: Vehicle on road 342′ from DER, 564′ left of centerline, 15′ AGL/184′ MSL. Trees beginning 441′ from DER, 493′ left of centerline, up to 100′ AGL/269′ MSL. Trees beginning 1884′ from DER, 45′ right of centerline, up to 100′ AGL/299′ MSL.
Rwy 6: Trees beginning 21′ from DER, 464′ left of centerline, up to 100′ AGL/249′ MSL. Trees beginning 1956′ from DER, 921′ right of centerline, up to 100′ AGL/239′ MSL.
Rwy 15: Vehicle on roadway 531′ from DER, 606′ left of centerline, up to 15′ AGL/186′ MSL. Trees beginning 2341′ from DER, 767′ left of centerline, up to 100′ AGL/244′ MSL. Vehicle on roadway 429′ from DER, 572′ right of centerline, up to 15′ AGL/186′ MSL. Tree 1520′ from DER, 786′ right of centerline, up to 100′ AGL/259′ MSL.
Rwy 24: Trees beginning 3066′ from DER, 599′ left of centerline, up to 100′ AGL/269′ MSL. OL on fence 1239′ DER, 784′ left of centerline, up to 45′ AGL/215′ MSL. Trees beginning 2345′ from DER, 489′ right of centerline, up to 100′ AGL/299′ MSL.
Rwy 33: Trees beginning 1590′ from DER, 275′ left of centerline, up to 100′ AGL/256′ MSL. Tower 2.4 NM from DER, 3534′ left of centerline, 104′ AGL/774′ MSL. Trees beginning 1618′ from DER, 264′ right of centerline, up to 100′ AGL/263′ MSL.

NE-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-BDL | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

# COPTER ILS or LOC RWY 6

## WINDSOR LOCKS / BRADLEY INTL (BDL)

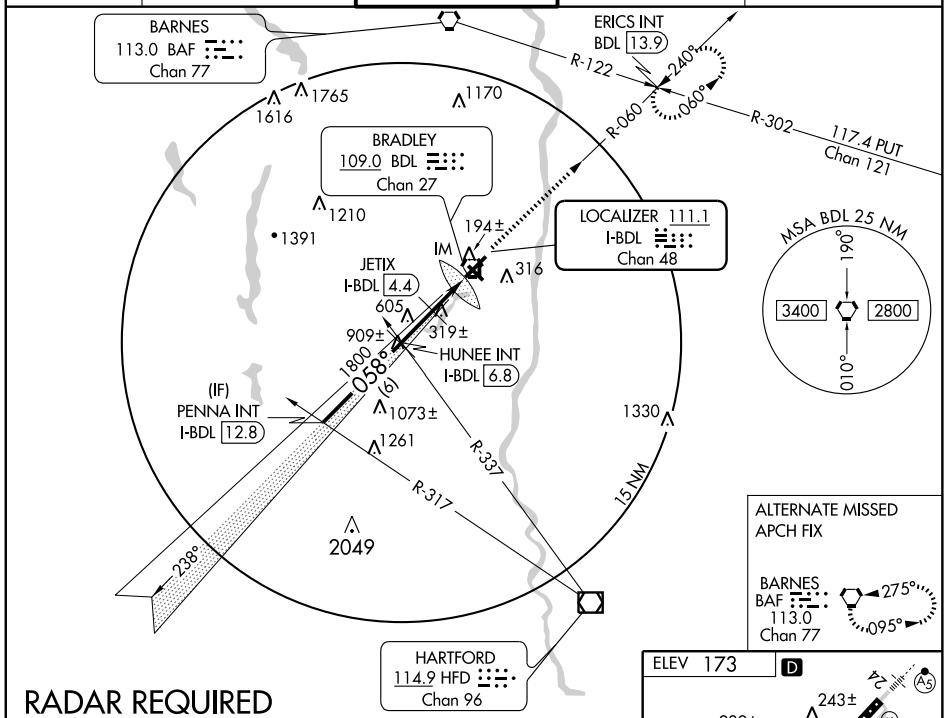
For inoperative ALSF-2 increase H-ILS visibility to RVR 2400 and H-LOC visibility to RVR 5000.

NA

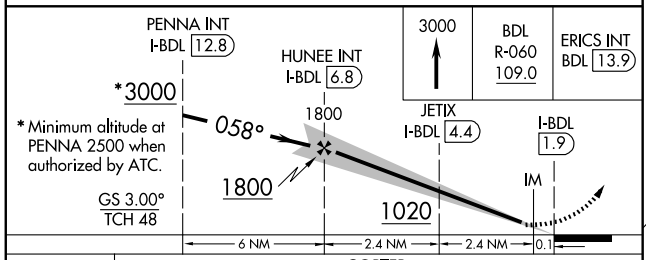
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS Int/BDL 13.9 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |

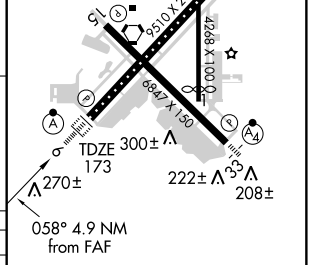



RADAR REQUIRED




* Minimum altitude at PENNA 2500 when authorized by ATC.

| CATEGORY | COPTER |
|---|---|
| H-ILS 6 | 273/12 100 (100-¼) |
| H-LOC 6 | 1020/24 847 (900-½) |
| | JETIX FIX MINIMUMS |
| H-LOC 6 | 580/24 407 (500-½) |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 6:32 | 4:54 | 3:55 | 3:16 | 2:48 |

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

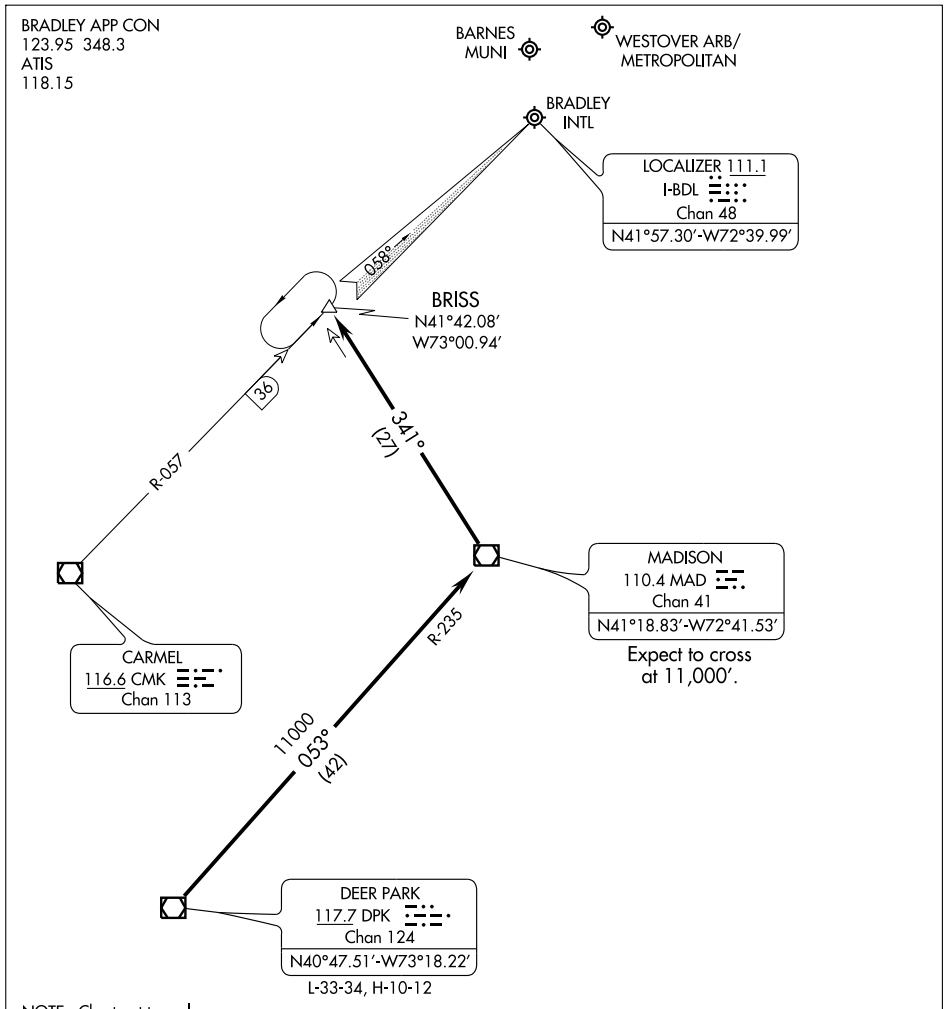
NE-1. 03 JUN 2010 to 01 JUL 2010

(DPK.DPK2) 07298

ST-460 (FAA)

# DEER PARK TWO ARRIVAL

WINDSOR LOCKS, CONNECTICUT




NOTE: Chart not to scale.

From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

# HI-TACAN or VOR/DME RWY 6

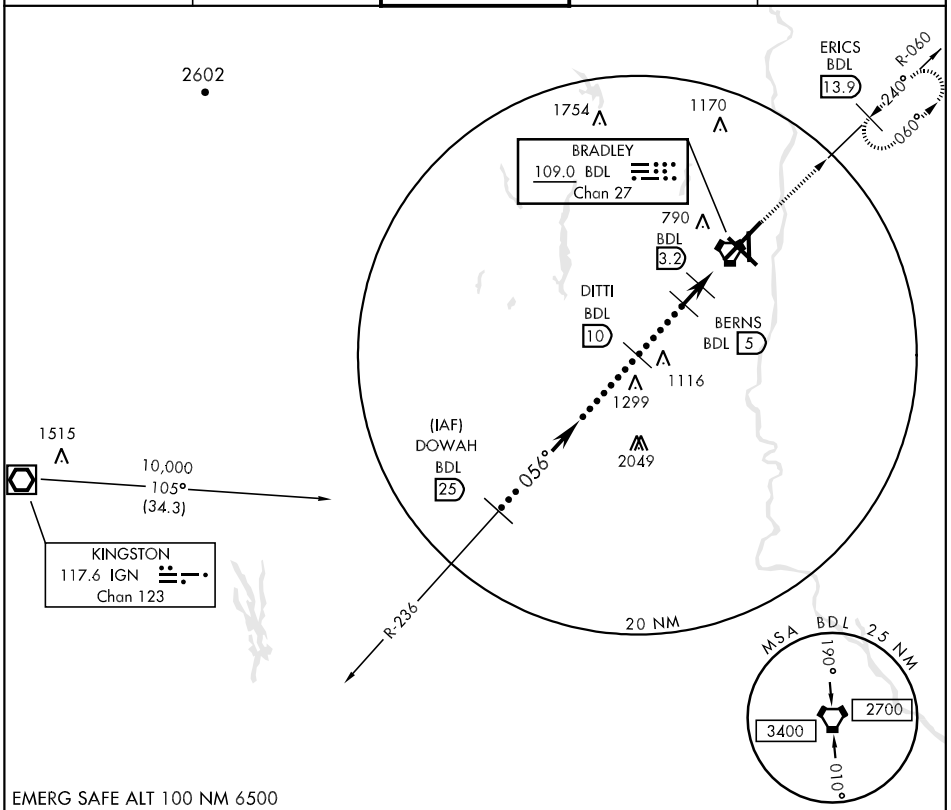
| VORTAC BDL 109.0 Chan 27 | APCH CRS 056° | Rwy ldg 9510 TDZE 174 Arpt Elev 173 |
|---|---|---|

JAL-460 [USAF] WINDSOR LOCKS/ BRADLEY INTL (KBDL)

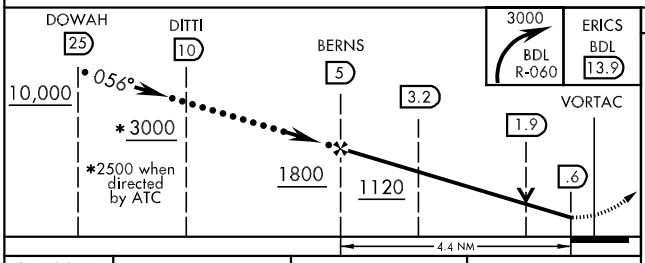
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS/BDL 13.9 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




EMERG SAFE ALT 100 NM 6500

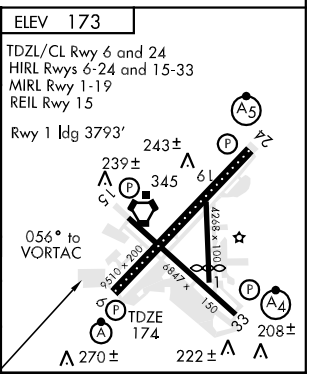



| CATEGORY | C | D | E |
|---|---|---|---|
| S-6 | 640/40<br>466 (500-¾) | 640/50<br>466 (500-1) | 640/60<br>466 (500-1¼) |
| CIRCLING | 680-1½<br>506 (600-1½) | 1260-3<br>1086 (1000-3) | 1380-3<br>1206 (1300-3) |

ELEV 173

TDZL/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

Rwy 1 ldg 3793'



# HI-TACAN or VOR/DME RWY 24

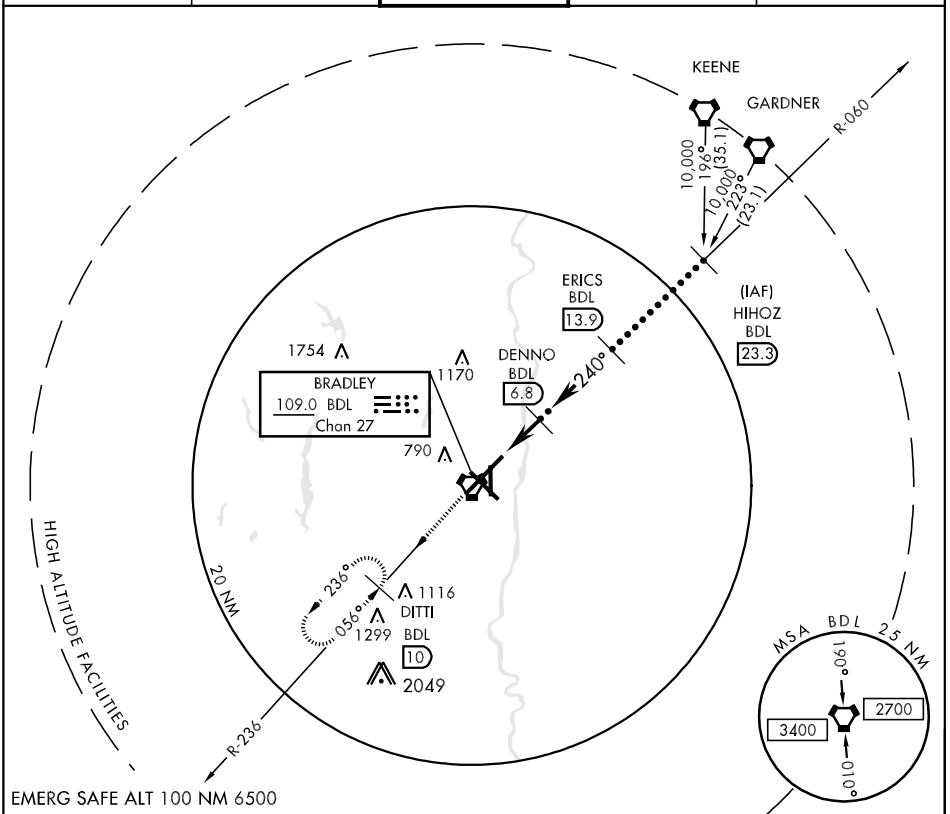
| VORTAC BDL | APCH CRS | Rwy ldg | 9510 |
|---|---|---|---|
| 109.0 | 240° | TDZE | 171 |
| Chan 27 | | Arpt Elev | 173 |

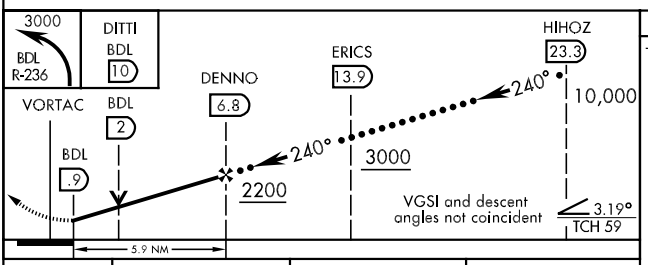
JAL-460 [USAF] WINDSOR LOCKS/ BRADLEY INTL (KBDL)

MALSR

MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI/BDL 10 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




ELEV 173

TDZL/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

240° to VORTAC

Rwy 1 ldg 3793'

| CATEGORY | C | D | E |
|---|---|---|---|
| S-24 | 560/24<br>389 (400-½) | 560/50 389 (400-1) | |
| CIRCLING | 680-1½<br>506 (600-1½) | 1260-3<br>1086 (1000-3) | 1380-3<br>1206 (1300-3) |

| LOC/DME I-BDL | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

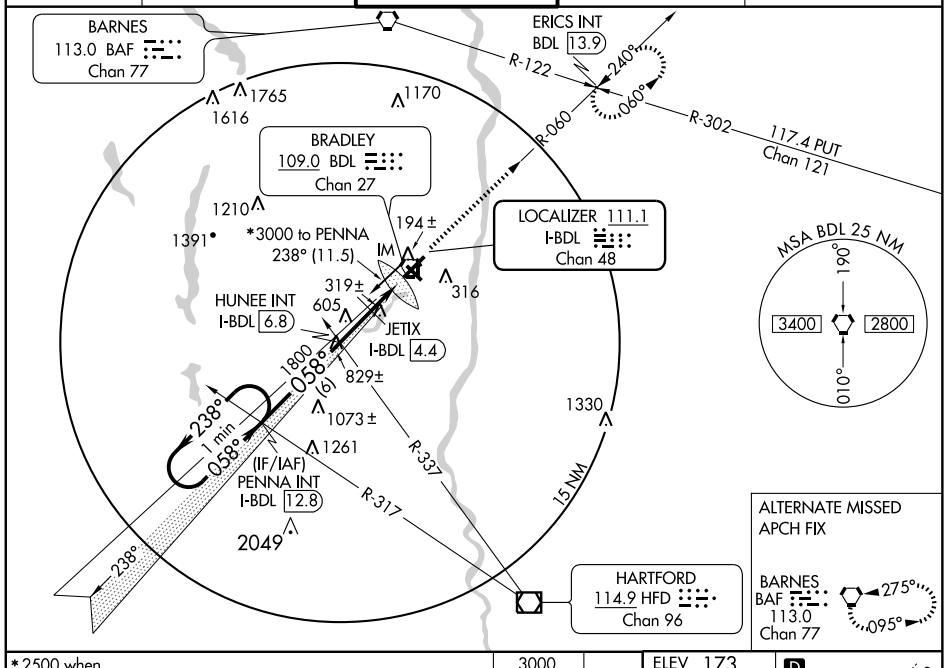
# ILS or LOC RWY 6

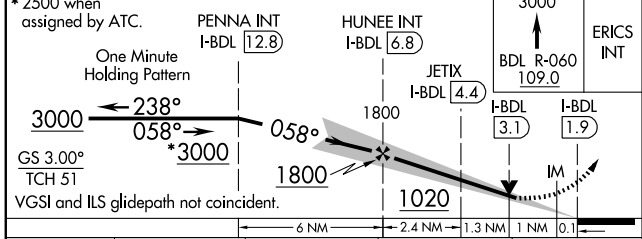
## WINDSOR LOCKS / BRADLEY INTL (BDL)

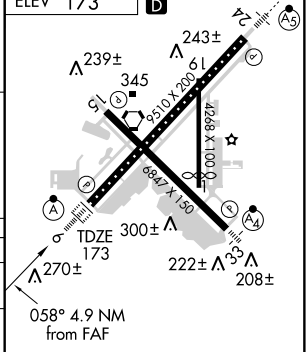
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 373/18 200 (200-½) | | | |
| S-LOC 6 | 1020/24 847 (900-½) | 1020/40 847 (900-¾) | 1020-2 847 (900-2) | 1020-2¼ 847 (900-2¼) |
| CIRCLING | 1020-1 847 (900-1) | 1020-1¼ 847 (900-1¼) | 1020-2½ 847 (900-2½) | 1020-2¾ 847 (900-2¾) |
| JETIX FIX MINIMUMS | | | | |
| S-LOC 6 | 580/24 407 (500-½) | | 580/40 407 (500-¾) | |
| CIRCLING | 680-1 507 (600-1) | | 680-1½ 507 (600-1½) | 1000-2¾ 827 (900-2¾) |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NE-1. 03 JUN 2010 to 01 JUL 2010

# ILS or LOC RWY 24

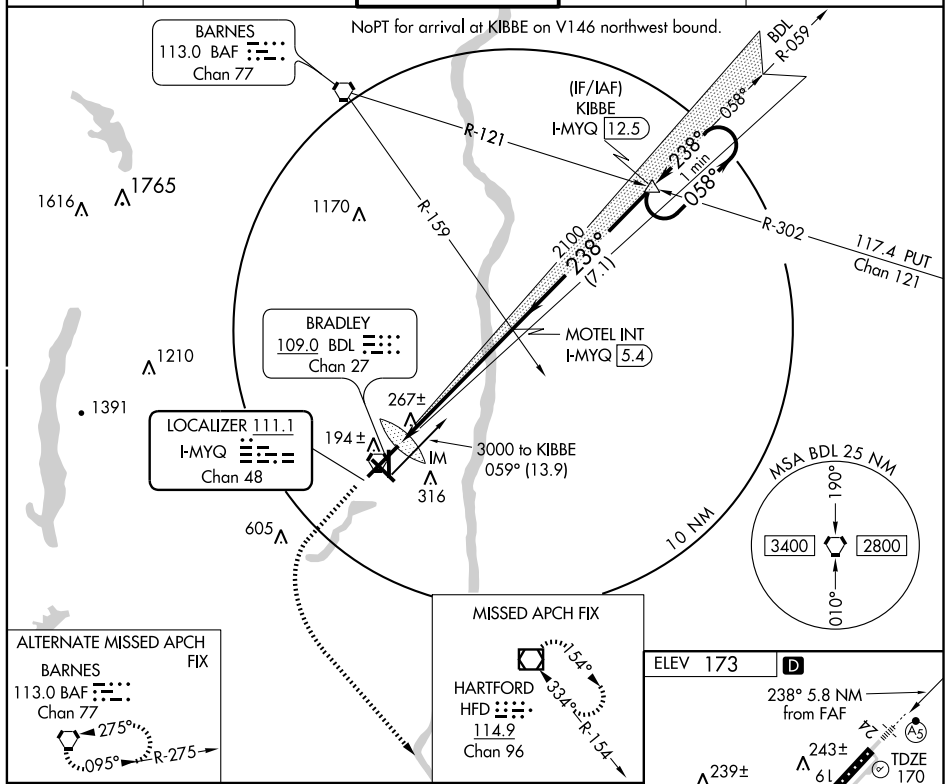
## WINDSOR LOCKS / BRADLEY INTL (BDL)

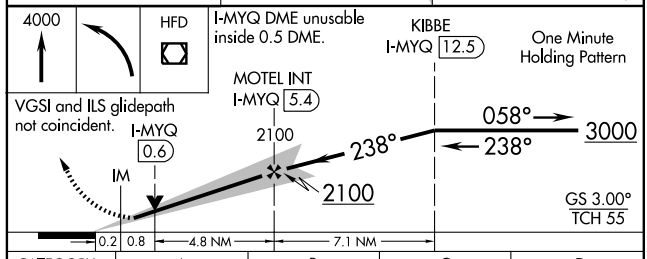
| LOC/DME I-MYQ | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 238° | TDZE | 170 |
| Chan 48 | | Apt Elev | 173 |

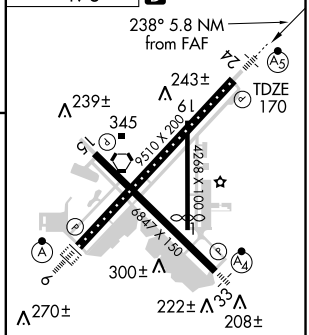
MALSR

MISSED APPROACH: Climb to 4000 then climbing left turn direct HFD VOR/DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 370/18 200 (200-½) | | | |
| S-LOC 24 | 540/24 370 (400-½) | | | 540/40 370 (400-¾) |
| CIRCLING | 680-1 507 (600-1) | | 680-1½ 507 (600-1½) | 1020-2¾ 847 (900-2¾) |

FAF to MAP 5.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

NE-1. 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-IKX 108.55 Chan 22 (Y) | APP CRS 328° | Rwy ldg 6847 TDZE 171 Apt Elev 173 |
|---|---|---|

# ILS or LOC RWY 33

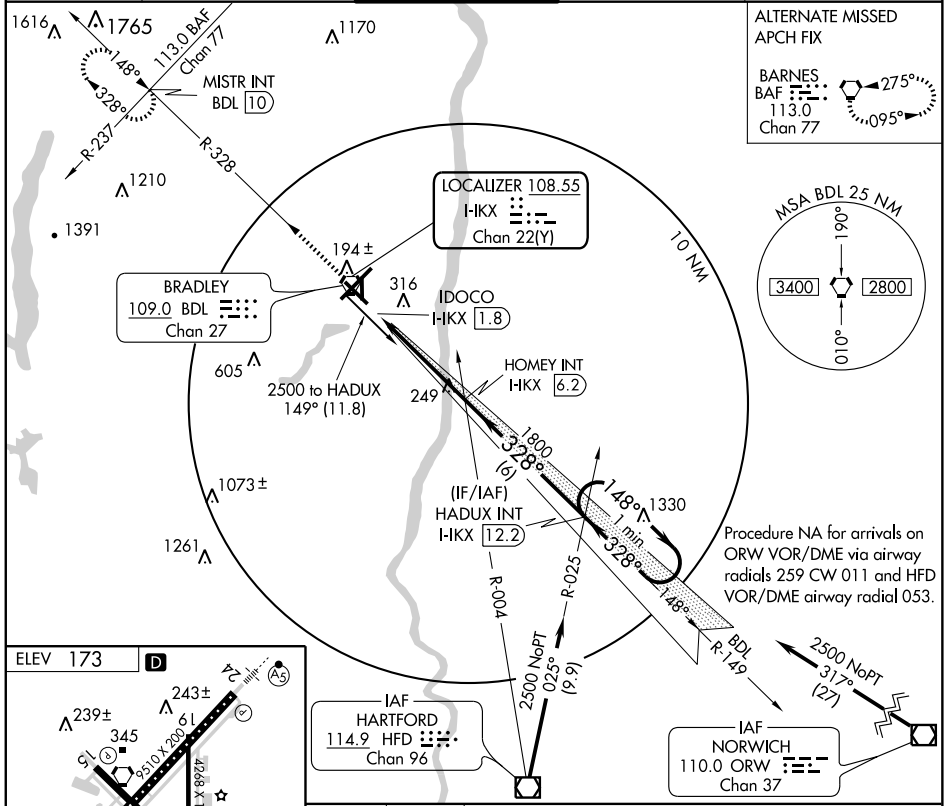
## WINDSOR LOCKS / BRADLEY INTL (BDL)

Inoperative table does not apply to S-LOC 33 Cat C.

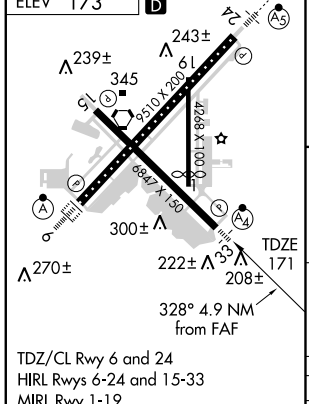
MALSF

MISSED APPROACH: Climb to 3500 via BDL VORTAC R-328 to MISTR Int/BDL 10 DME and hold, continue climb-in-hold to 3500.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |

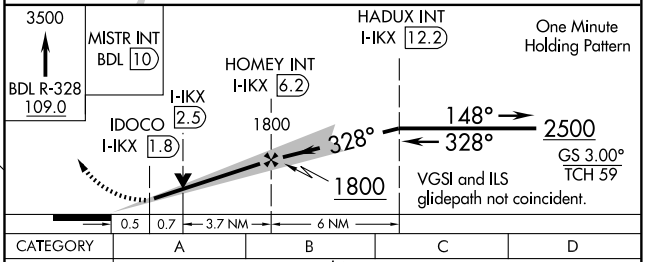



Procedure NA for arrivals on ORW VOR/DME via airway radials 259 CW 011 and HFD VOR/DME airway radial 053.




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 371/40 200 (200-¾) | | | |
| S-LOC 33 | 600/40 429 (500-¾) | | 600/60 429 (500-1¼) | 600-1½ 429 (500-1½) |
| CIRCLING | 680-1 507 (600-1) | | 680-1½ 507 (600-1½) | 1000-2¾ 827 (900-2¾) |

NE-1. 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-BDL | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

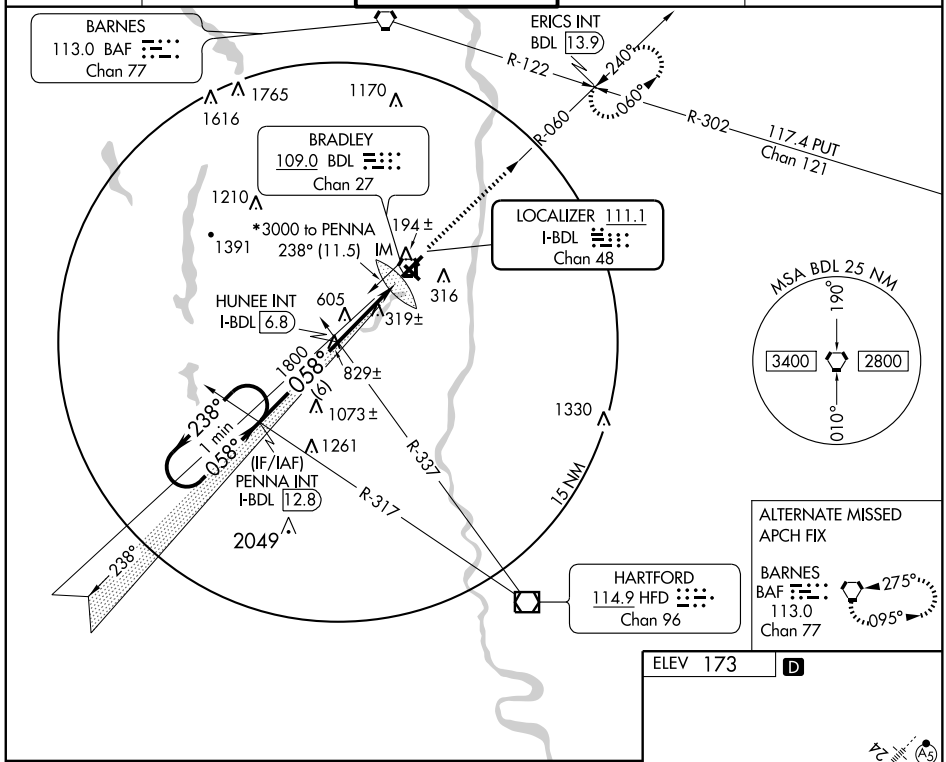
# ILS RWY 6 (CAT II)

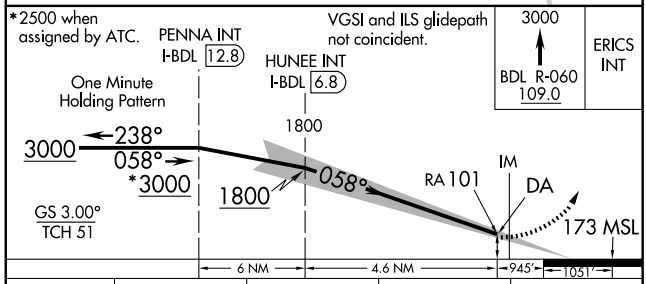
## WINDSOR LOCKS / BRADLEY INTL (BDL)

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |

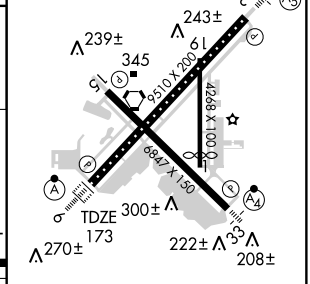



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | RA 101/12 100 DA 273 | | | |

**CATAGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 173 D




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1. 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-BDL | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

# ILS RWY 6 (CAT III)

## WINDSOR LOCKS / BRADLEY INTL (BDL)

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |

BARNES 113.0 BAF Chan 77

ERICS INT BDL 13.9

R-122 240° 060° R-060 R-302 117.4 PUT Chan 121

1765 1616 1170 1210 1391

BRADLEY 109.0 BDL Chan 27

*3000 to PENNA 238° (11.5)

194± 316 316 IM 319± 605

LOCALIZER 111.1 I-BDL Chan 48

HUNEE INT I-BDL 6.8

1800 058° (6) 829± 1073± 1261 1330

238° 1 min 058°

(IF/IAF) PENNA INT I-BDL 12.8

2049

R-337 R-317 15 NM

238°

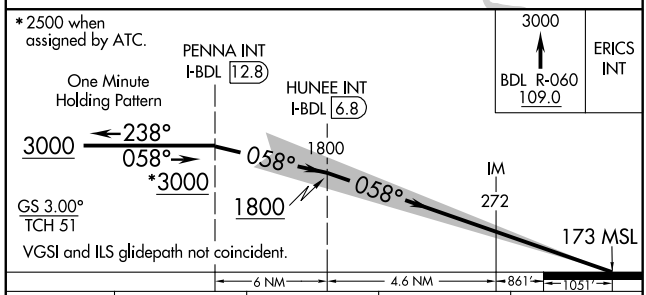
HARTFORD 114.9 HFD Chan 96

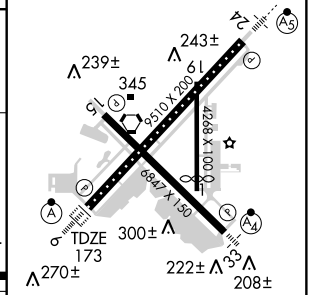
MSA BDL 25 NM 190° 3400 2800 010°

ALTERNATE MISSED APCH FIX

BARNES BAF 113.0 Chan 77 275° 095°

ELEV 173 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | CAT IIIa | RVR 07 | | |
| S-ILS 6 | CAT IIIb | RVR 06 | | |
| S-ILS 6 | CAT IIIc | NA | | |

CATAGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1. 03 JUN 2010 to 01 JUL 2010

# ILS RWY 24 (CAT II)

## WINDSOR LOCKS / BRADLEY INTL (BDL)

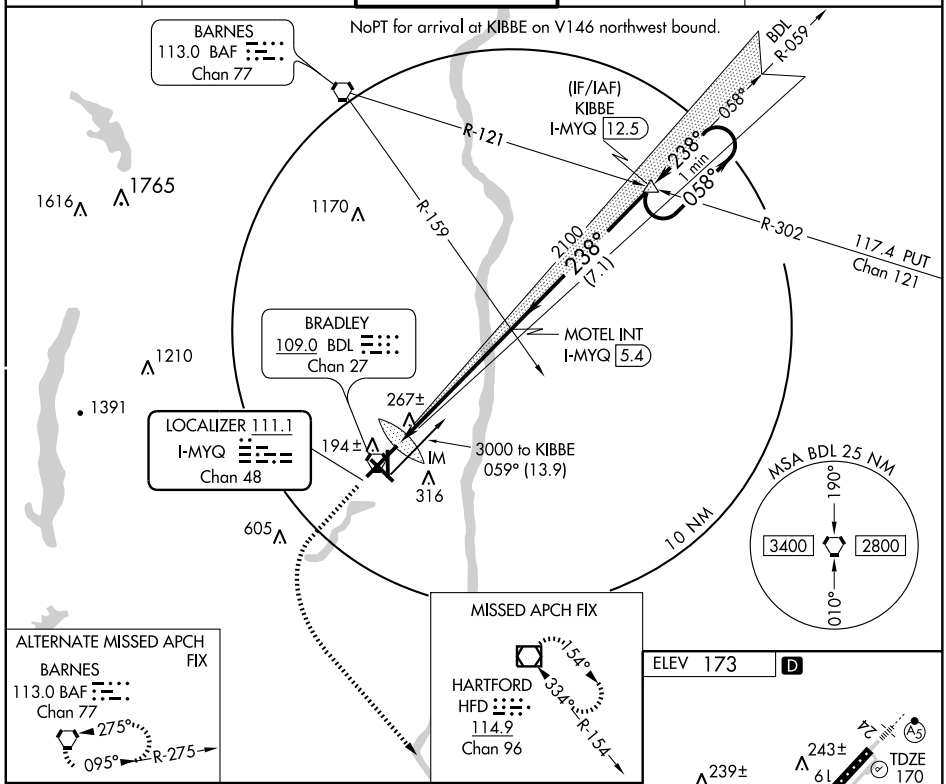
| LOC/DME I-MYQ | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 238° | TDZE | 170 |
| Chan 48 | | Apt Elev | 173 |

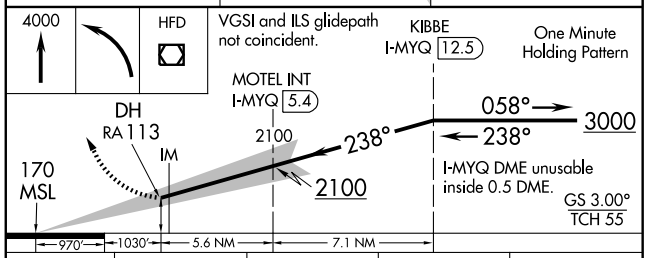
Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

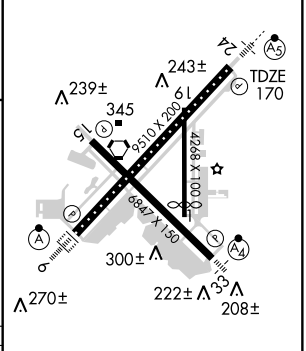
MALSR

MISSED APPROACH: Climb to 4000 then climbing left turn direct HFD VOR/DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | RA 113/12 100 DA 270 | | | |

**CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| WAAS Ch 70328 W06A | APP CRS 058° | Rwy ldg 9509<br>TDZE 173<br>Apt Elev 173 |
|---|---|---|

# RNAV (GPS) RWY 6

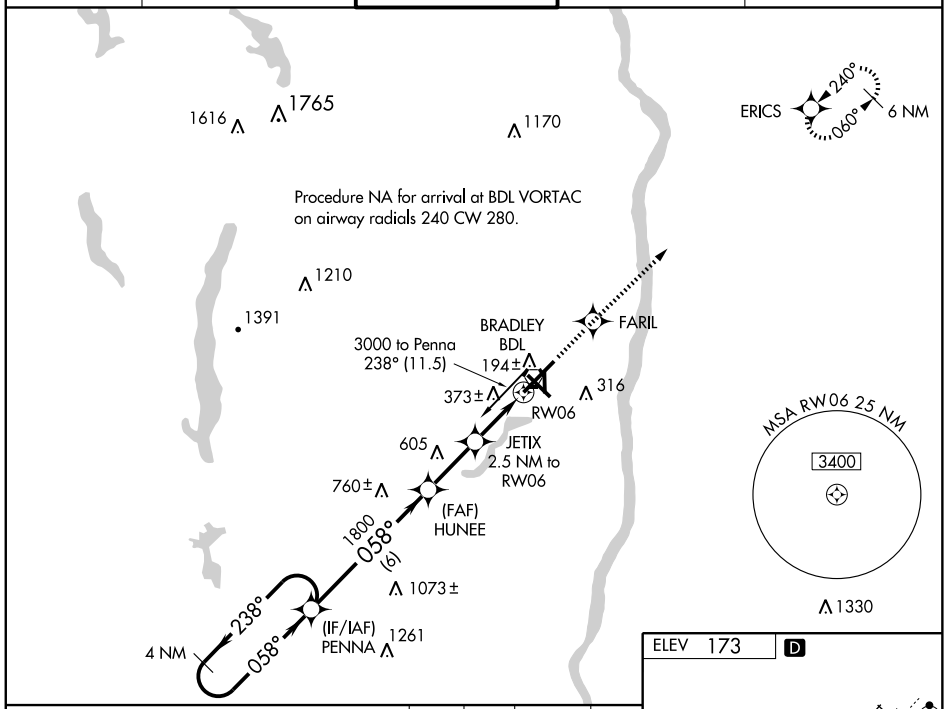
## WINDSOR LOCKS / BRADLEY INTL (BDL)

DME/DME RNP -0.3 NA.
Baro-VNAV NA below -15°C (5°F).
For inoperative ALSF-2, increase LPV visibility to RVR 6000 all Cats.

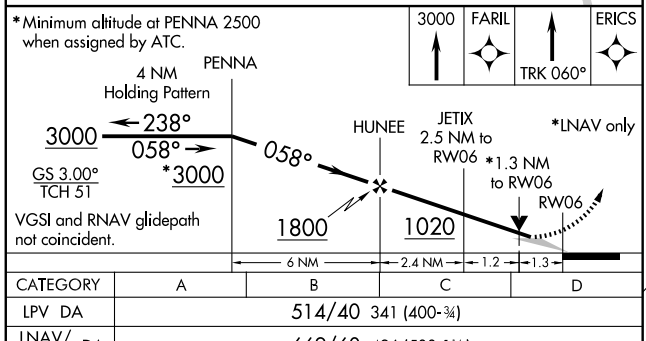
ALSF-2

MISSED APPROACH: Climb to 3000 direct FARIL and via 060° track to ERICS and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |

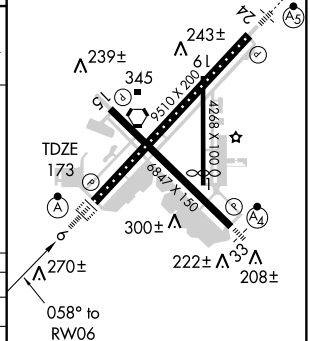



*Minimum altitude at PENNA 2500 when assigned by ATC.




VGSI and RNAV glidepath not coincident.

ELEV 173 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 514/40 341 (400-¾) | | | |
| LNAV/VNAV DA | 669/60 496 (500-1¼) | | | |
| LNAV MDA | 640/24 467 (500-½) | | 640/40 467 (500-1¾) | 640/50 467 (500-1) |
| CIRCLING | 680-1¾ 507 (600-1¾) | | | 1000-2¾ 827 (900-2¾) |

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1. 03 JUN 2010 to 01 JUL 2010

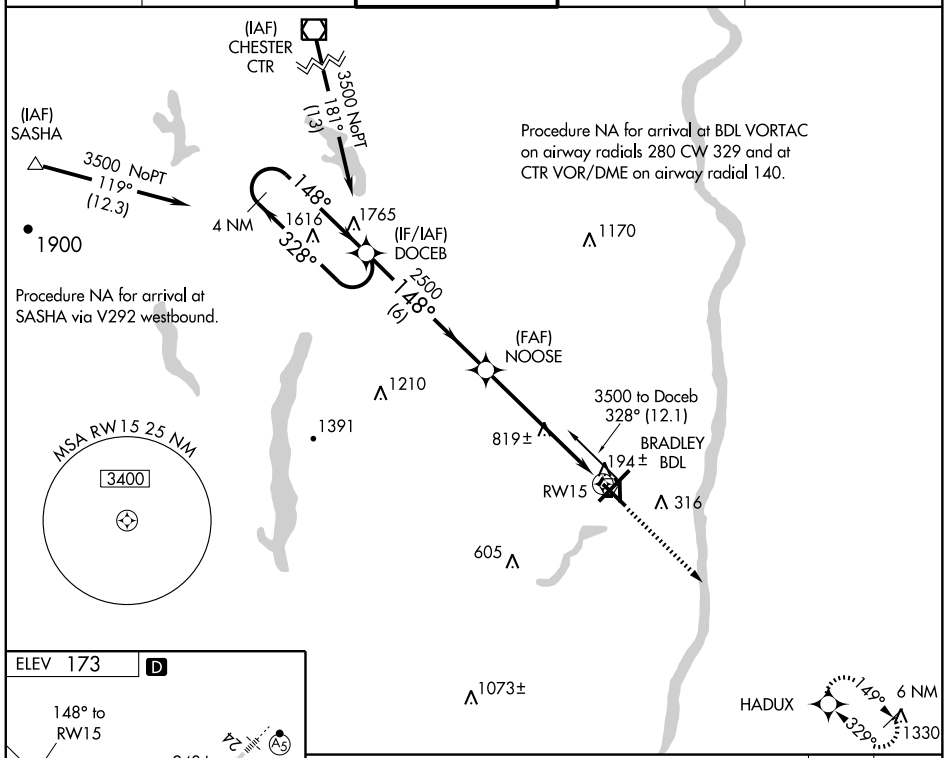
| WAAS Ch 60928 W15A | APP CRS 148° | Rwy ldg 6847<br>TDZE 171<br>Apt Elev 173 |
|---|---|---|

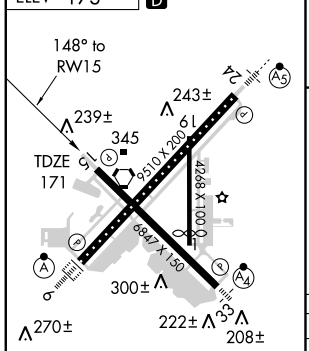
# RNAV (GPS) RWY 15
## WINDSOR LOCKS / BRADLEY INTL (BDL)

DME/DME RNP -0.3 NA.

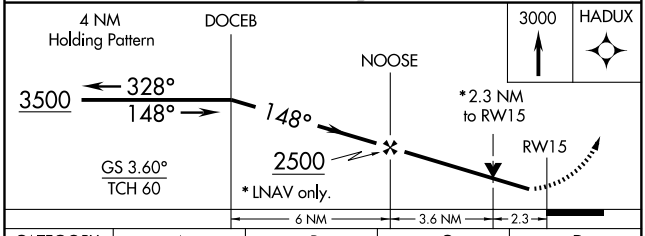
MISSED APPROACH: Climb to 3000 direct HADUX and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 525-1 354 (400-1) | | | NA |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1080-1¼ 909 (1000-1¼) | | 1080-2¾ 909 (1000-2¾) | NA |
| CIRCLING | 1080-1¼ 907 (1000-1¼) | | 1080-2¾ 907 (1000-2¾) | NA |

NE-1. 03 JUN 2010 to 01 JUL 2010

| WAAS CH 97310 W24A | APP CRS 238° | Rwy ldg 9509<br>TDZE 170<br>Apt Elev 173 |
|---|---|---|

# RNAV (GPS) RWY 24

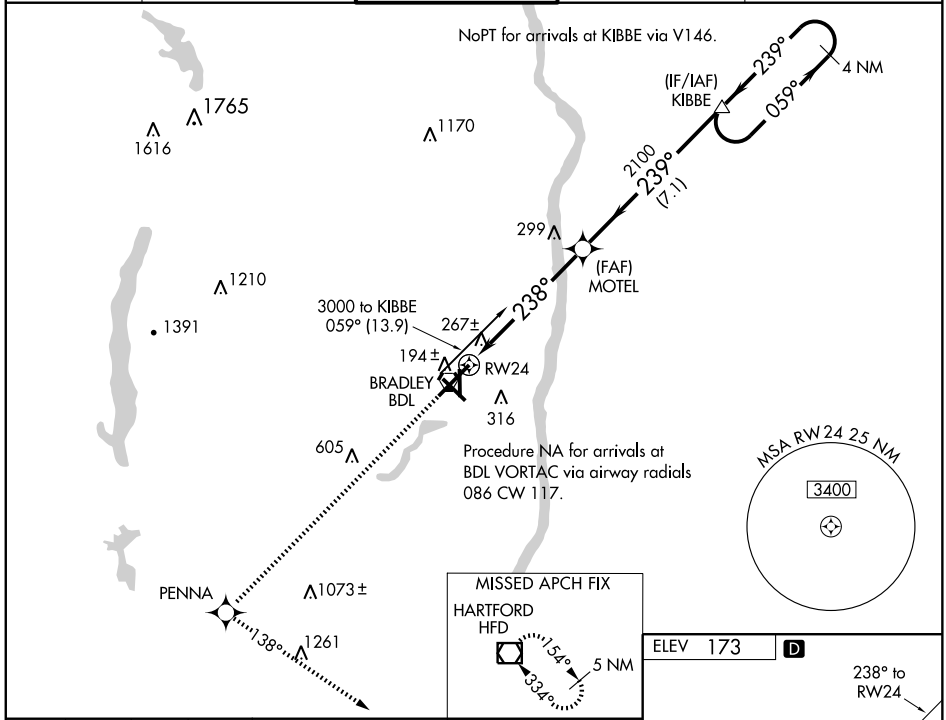
## WINDSOR LOCKS / BRADLEY INTL (BDL)

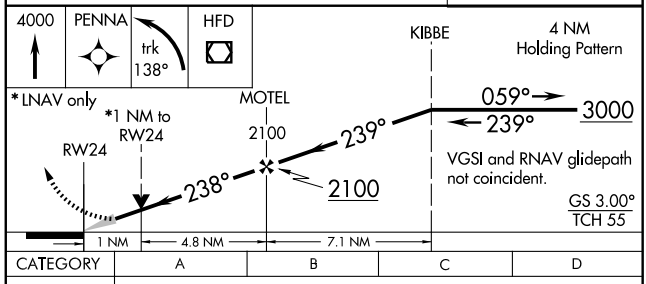
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP- 0.3 NA.

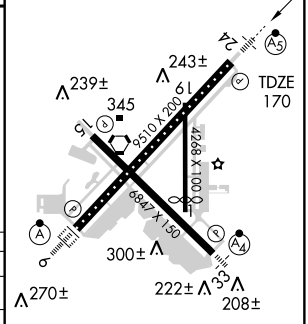
MALSR

MISSED APPROACH: Climb to 4000 direct PENNA and left turn via track 138° to HFD VOR/DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 370/24 200 (200-½) | | | |
| LNAV/VNAV DA | 566/50 396 (400-1) | | | |
| LNAV MDA | 540/24 370 (400-½) | | | 540/50 370 (400-1) |
| CIRCLING | 680-1 507 (600-1) | | 680-1½ 507 (600-1½) | 1020-2¾ 847 (900-2¾) |

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1. 03 JUN 2010 to 01 JUL 2010

| WAAS Ch 65628 W33A | APP CRS 328° | Rwy ldg 6847<br>TDZE 171<br>Apt Elev 173 |
|---|---|---|

# RNAV (GPS) RWY 33
## WINDSOR LOCKS / BRADLEY INTL (BDL)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).
Inoperative table does not apply to LPV and LNAV/VNAV.

MALSF

MISSED APPROACH: Climb to 3500 direct HIGAM and via 329° track to MISTR and hold, continue climb-in-hold to 3500.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |

Procedure NA for arrival at
ORW VOR/DME on airway radials 259 CW 011,
HFD VOR/DME on airway radial 053,
and BDL VORTAC on airway radials 102 CW 140.

148° 328° MISTR 5 NM 1170 1210 1391 HIGAM 194± BRADLEY BDL RW33 316 329± 237± 2500 to Hadux 149° (11.8) 605 328° (FAF) HOMEY 1800 329° (6) 1330 (IF/IAF) HADUX 149° 329° 6 NM MSA RW33 25 NM 3400 1073± 1261 2049 2500 NoPT 026° (9.9) (IAF) HARTFORD HFD 2500 NoPT 317° (27) (IAF) NORWICH ORW

ELEV 173 D

243± 239± 345 61 9510 X 200 4268 X 100 6847 X 150 15 33 24 6 A5 300± 222± 208± 270± TDZE 171 328° to RW33

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

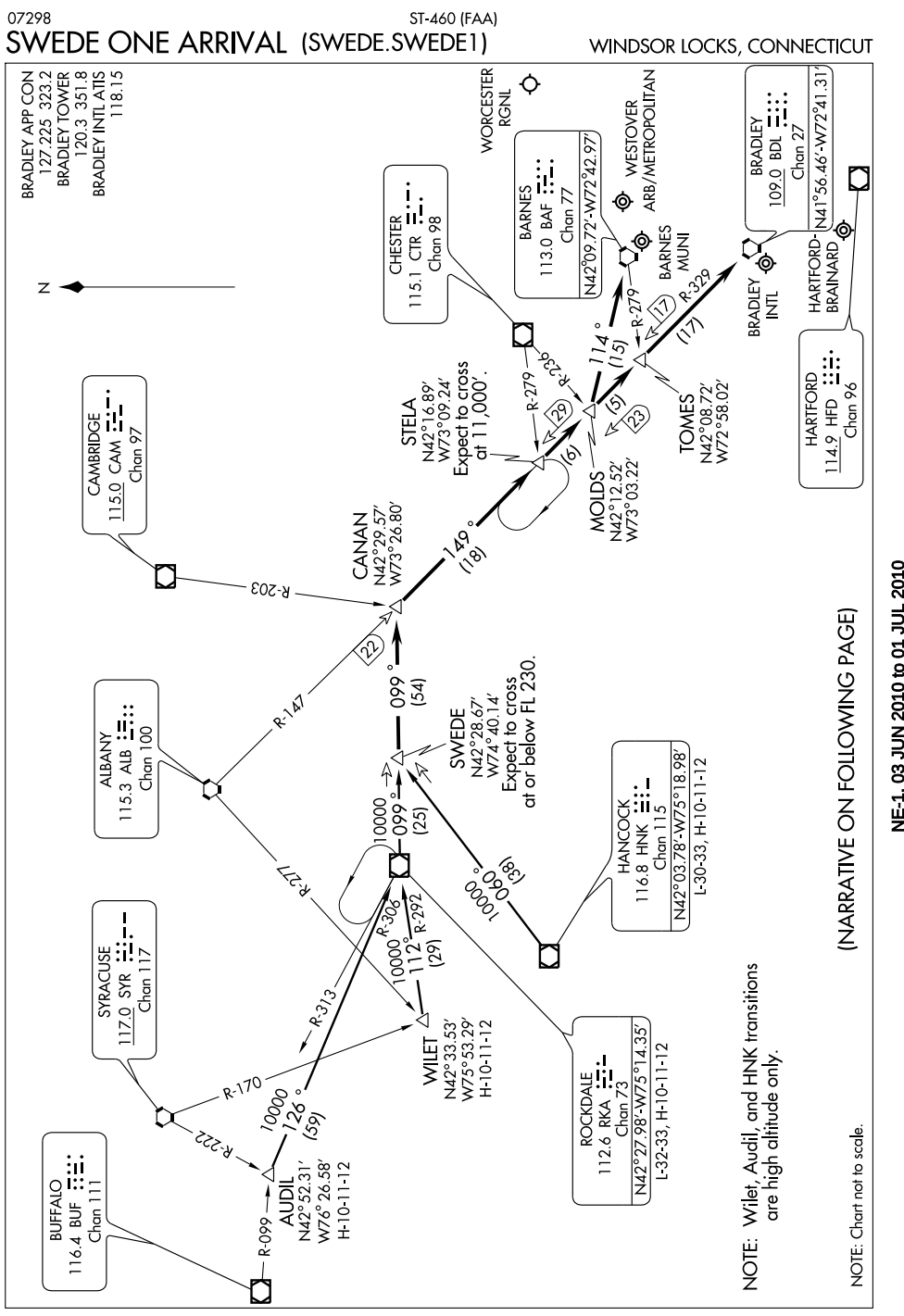
3500 HIGAM MISTR TRK 329° HADUX 6 NM Holding Pattern 149° 329° 2500 HOMEY 329° *1 NM to RW33 RW33 328° * LNAV only 1800 GS 3.00° TCH 59 1 NM 3.9 NM 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 460/50 289 (300-1) | | | |
| LNAV/VNAV DA | 658-1¾ 487 (500-1¾) | | | |
| LNAV MDA | 560/40 389 (400-¾) | | | 560/60 389 (400-1¼) |
| CIRCLING | 680-1¾ 507 (600-1¾) | | | 1000-2¾ 827 (900-2¾) |

NE-1. 03 JUN 2010 to 01 JUL 2010

# SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT



# SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT

## ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .
HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .
ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .
WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .
ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.
ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

| VORTAC BDL 109.0 Chan 27 | APP CRS 056° | Rwy ldg 9509<br>TDZE 174<br>Apt Elev 174 |
|---|---|---|

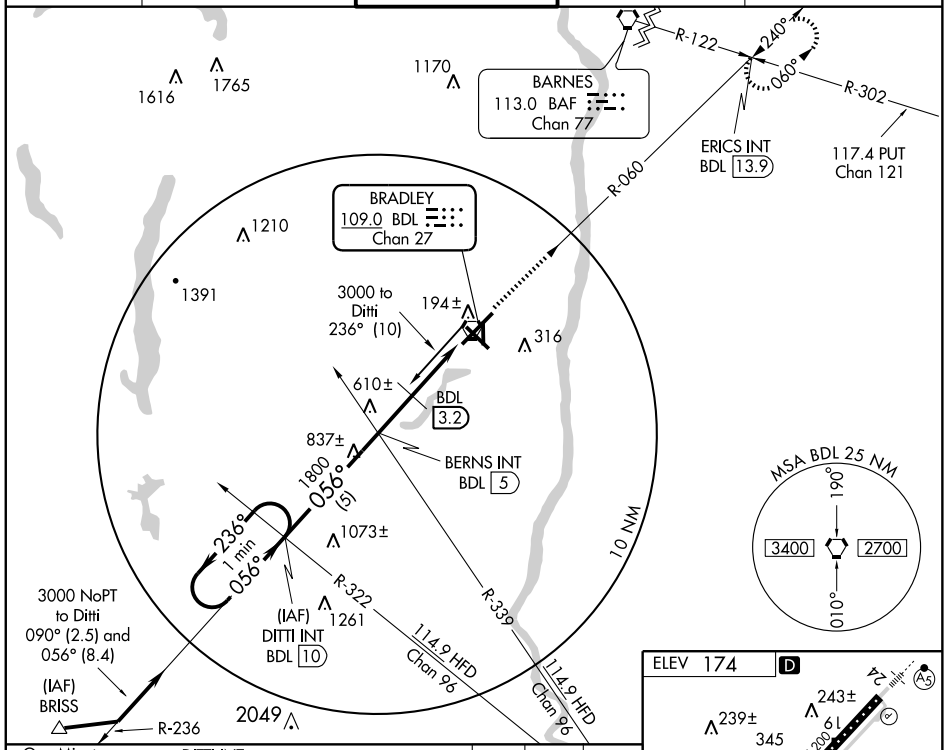
# VOR or TACAN RWY 6

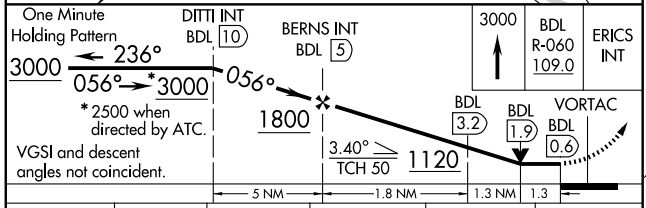
## WINDSOR LOCKS / BRADLEY INTL (BDL)

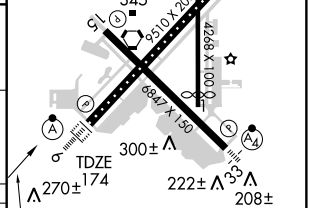
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS Int/BDL 13.9 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-6 | 1120/40 946 (1000-¾) | | 1120-2¼ 946 (1000-2¼) | 1120-2½ 946 (1000-2½) | |
| CIRCLING | 1120-1¼ 946 (1000-1¼) | | 1120-2¾ 946 (1000-2¾) | 1120-3 946 (1000-3) | 1380-3 1206(1300-3) |
| DME MINIMUMS | | | | | |
| S-6 | 640/24 466 (500-½) | | 640/40 466 (500-¾) | 640/50 466 (500-1) | 640/60 466 (500-1¼) |
| CIRCLING | 680-1 506 (600-1) | | 680-1½ 506 (600-1½) | 1100-3 926 (1000-3) | 1380-3 1206(1300-3) |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-1. 03 JUN 2010 to 01 JUL 2010

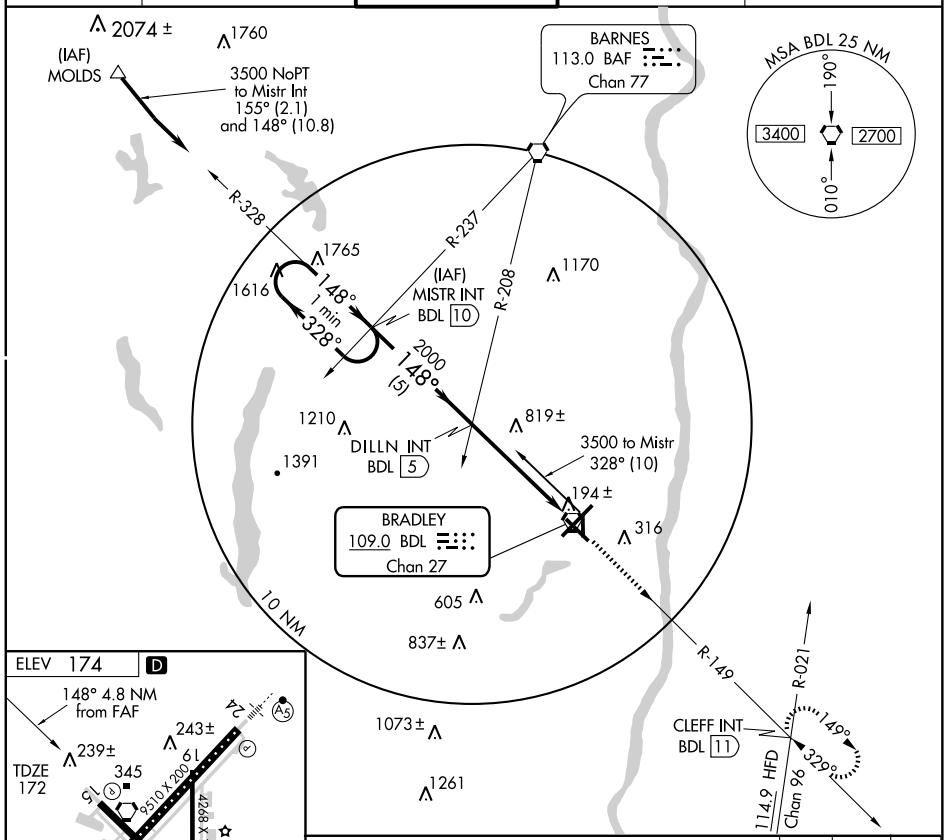
| VORTAC BDL 109.0 Chan 27 | APP CRS 148° | Rwy ldg 6847<br>TDZE 172<br>Apt Elev 174 |
|---|---|---|

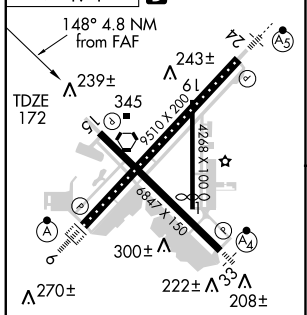
# VOR or TACAN RWY 15

## WINDSOR LOCKS / BRADLEY INTL (BDL)

MISSED APPROACH: Climb to 3000 via BDL R-149 to CLEFF Int/BDL 11 DME and hold.

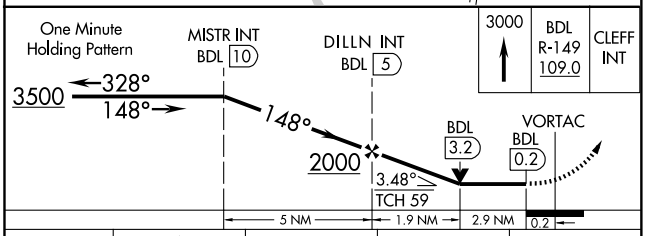
| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1320-1¼<br>1148 (1200-1¼) | 1320-1½<br>1148 (1200-1½) | 1320-3 1148 (1200-3) | |
| CIRCLING | 1320-1¼<br>1146 (1200-1¼) | 1320-1½<br>1146 (1200-1½) | 1320-3 1146 (1200-3) | |

NE-1. 03 JUN 2010 to 01 JUL 2010

| VORTAC BDL | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 109.0 | 240° | TDZE | 171 |
| Chan 27 | | Apt Elev | 174 |

# VOR or TACAN RWY 24

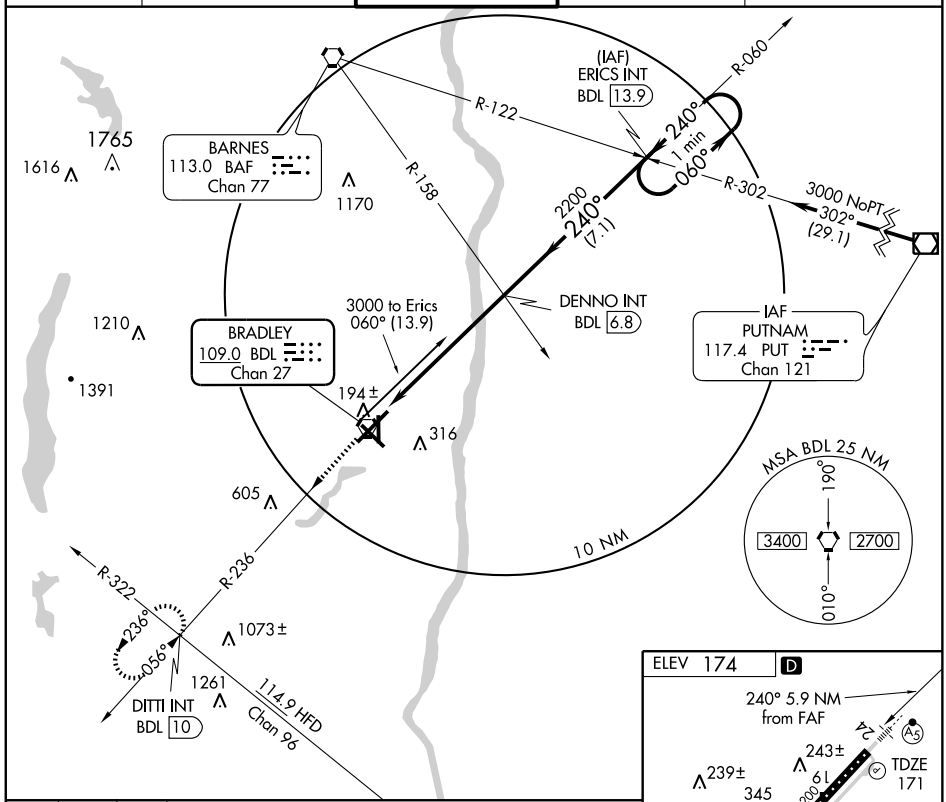
## WINDSOR LOCKS / BRADLEY INTL (BDL)

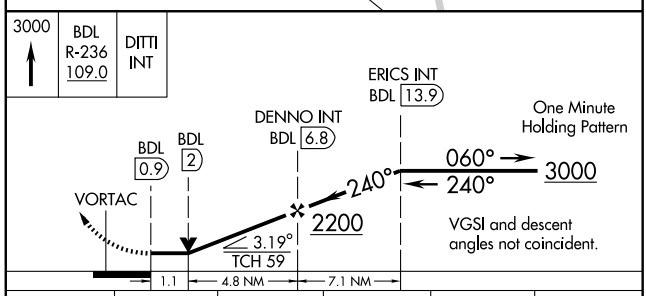
For inoperative MALSR increase S-24 CAT D and E RVR to 6000.

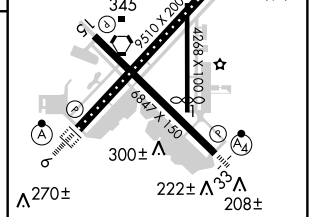
MALSR

MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI Int/BDL 10 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-24 | 560/24 389 (400-½) | | | 560/50 389 (400-1) | |
| CIRCLING | 680-1 506 (600-1) | | 680-1½ 506 (600-1½) | 1100-3 926 (1000-3) | 1380-3 1206 (1300-3) |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

NE-1. 03 JUN 2010 to 01 JUL 2010

| VORTAC BDL 109.0 Chan 27 | APP CRS 329° | Rwy ldg 6847<br>TDZE 171<br>Apt Elev 173 |
|---|---|---|

# VOR or TACAN RWY 33

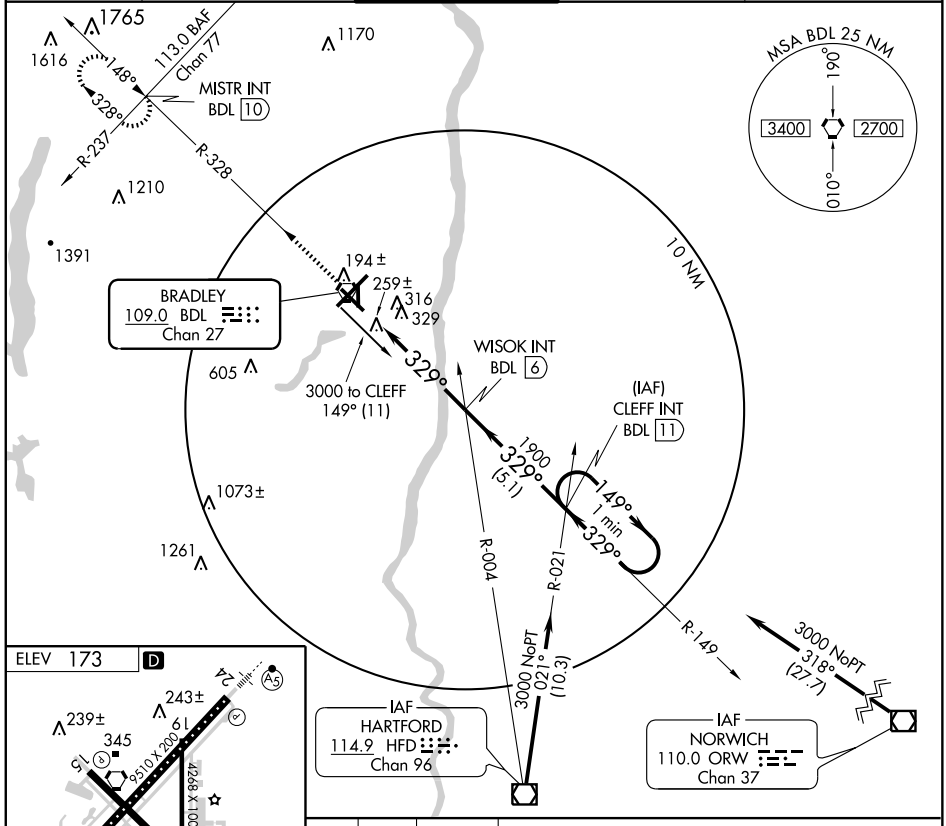
## WINDSOR LOCKS / BRADLEY INTL (BDL)

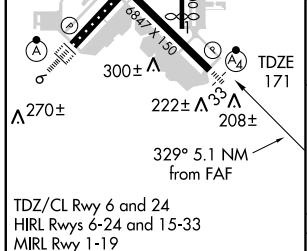
Inoperative table does not apply to CAT C.
Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3500 via BDL R-328 to MISTR Int/BDL 10 DME and hold.

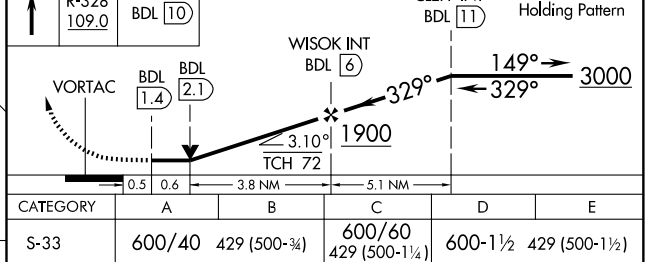
| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-33 | 600/40 429 (500-¾) | | 600/60 429 (500-1¼) | 600-1½ 429 (500-1½) | |
| CIRCLING | 680-1 507 (600-1) | | | 1100-3 927 (1000-3) | 1380-3 1207 (1300-3) |

NE-1. 03 JUN 2010 to 01 JUL 2010